NACOmatic

Effective: 08-April-2010
Expires: 06-May-2010

Your Ad Here
~100,000 Page views/month

Contact:
Doug Ranz
248-318-0011
NACOmatic@hotmail.com

www.NACOmatic.com Copyright 2009. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

NE Min Alt#2 - 5
NE Min Rdr#2 - 10
NE Min TO#2 - 11
08K - 129
0B4 - 126
0V3 - 177
12K - 295
4V9 - 184
8V2 - 41
93Y - 88
9V5 - 271
AFK - 180
AHQ - 306
AIA - 32
ANW - 23
AUH - 43
BBW - 58
BFF - 273
BIE - 49
BTA - 56
BUB - 62
BVN - 29
CDR - 68
CEK - 84
CNP - 74
CSB - 64
CZD - 81
EAR - 144
FBY - 91
FET - 101
FMZ - 94
FNB - 98
GGF - 121
GRI - 110
GRN - 103
GTE - 106
HDE - 137
HJH - 134
HSI - 130
IBM - 152
IML - 141
JYR - 314
LBF - 196
LCG - 308
LNK - 157
LXN - 154
MCK - 169
MLE - 208
ODX - 260
OFF - 211
OFK - 186
OGA - 202
OKS - 264
OLU - 75
OMA - 228
ONL - 256
PMV - 267
RBE - 46
SCB - 282
SNY - 289
SWT - 285
TIF - 299
TQE - 296
VTN - 303

NE Mins - Alternates #2 - 5
NE Mins - Radar #2 - 10
NE Mins - Take-Off #2 - 11
AINSWORTH ANW - 23
ALBION BVN - 29
ALLIANCE AIA - 32
ATKINSON 8V2 - 41
AURORA AUH - 43
BASSETT RBE - 46
BEATRICE BIE - 49
BLAIR BTA - 56
BROKEN BOW BBW - 58
BURWELL BUB - 62
CAMBRIDGE CSB - 64
CHADRON CDR - 68
CHAPPELL CNP - 74
COLUMBUS OLU - 75
COZAD CZD - 81
CRETE CEK - 84
DAVID CITY 93Y - 88
FAIRBURY FBY - 91
FAIRMONT FMZ - 94
FALLS CITY FNB - 98
FREMONT FET - 101
GORDON GRN - 103
GOTHENBURG GTE - 106
GRAND ISLAND GRI - 110
GRANT GGF - 121
HARTINGTON 0B4 - 126
HARVARD 08K - 129
HASTINGS HSI - 130
HEBRON HJH - 134
HOLDREGE HDE - 137
IMPERIAL IML - 141
KEARNEY EAR - 144
KIMBALL IBM - 152
LEXINGTON LXN - 154
LINCOLN LNK - 157
MC COOK MCK - 169
MINDEN 0V3 - 177
NEBRASKA CITY AFK - 180
NELIGH 4V9 - 184
NORFOLK OFK - 186
NORTH PLATTE LBF - 196
OGALLALA OGA - 202
OMAHA MLE - 208
OMAHA OFF - 211
OMAHA OMA - 228
ONEILL ONL - 256
ORD ODX - 260
OSHKOSH OKS - 264
PLATTSMOUTH PMV - 267
RUSHVILLE 9V5 - 271
SCOTTSBLUFF BFF - 273
SCRIBNER SCB - 282
SEWARD SWT - 285
SIDNEY SNY - 289
SUPERIOR 12K - 295
TEKAMAH TQE - 296
THEDFORD TIF - 299
VALENTINE VTN - 303
WAHOO AHQ - 306
WAYNE LCG - 308
YORK JYR - 314

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 31[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 35[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

ALBION, NE

ALBION MUNI **NDB Rwy 33**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

ALLIANCE, NE

ALLIANCE MUNI **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 30
VOR Rwy 30

NA when local weather not available.

AURORA, NE

AURORA MUNI-
AL POTTER FIELD **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

BEATRICE, NE

BEATRICE MUNI **RNAV (GPS) Rwy 17[12]**
RNAV (GPS) Rwy 35[12]
VOR Rwy 13[12]
VOR Rwy 17[3]
VOR Rwy 35[12]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME — ALTERNATE MINIMUMS

BLAIR, NE

BLAIR MUNI **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

BROKEN BOW, NE

BROKEN BOW MUNI **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 14
VOR/DME Rwy 32

NA when local weather not available.

CHADRON, NE

CHADRON MUNI **ILS Rwy 2[12]**
NDB Rwy 20[1]
VOR/DME Rwy 2[34]
VOR/DME Rwy 20[35]

[1]NA when Chadron weather not available,except for operators with approved weather reporting service.
[2]ILS, 700-2.
[3]NA except for operators with approved weather reporting service.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[5]Categories A,B, 1300-2; Categories C, D, 1300-3.

COLUMBUS, NE

COLUMBUS MUNI **LOC/DME Rwy 14[1]**
VOR Rwy 14[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

DODGE CITY, KS

DODGE CITY
RGNL **ILS or LOC Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FALLS CITY, NE

BRENNER FIELD **RNAV (GPS) Rwy 32**
NA when local weather not available.

FREMONT, NE

FREMONT MUNI **RNAV (GPS) Rwy 14**
NA when local weather not available.

GARDEN CITY, KS

GARDEN CITY RGNL **RNAV (GPS) Rwy 12**
RNAV (GPS) Ryw 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 30
VOR/DME Rwy 35
NA when local weather not available.

GRAND ISLAND, NE

CENTRAL NEBRASKA
RGNL **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 31[2]
[1]DME required.
[2]NA when local weather not available.

GREAT BEND, KS

GREAT BEND MUNI **NDB Rwy 35**
RNAV (GPS) Rwy 35
NA when local weather not available.

HASTINGS, NE

HASTINGS MUNI **RNAV (GPS) Rwy 14**
NA when local weather not available.

HAYS, KS

HAYS RGNL **VOR Rwy 16**
Category D, 800-2¼.

HILL CITY, KS

HILL CITY MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 1000-2¾.

HOLDREGE, NE

BREWSTER FIELD **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME-A[1]
A when local weather not available.
[1]Category C, 800-2¼;Category D, 800-2½.

NAME ALTERNATE MINIMUMS

HUTCHINSON, KS

HUTCHINSON MUNI **ILS or LOC Rwy 13[1]**
LOC BC Rwy 31[1]
NDB Rwy 13[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

IMPERIAL, NE

IMPERIAL MUNI **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

KEARNEY, NE

KEARNEY RGNL **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

LAWRENCE, KS

LAWRENCE MUNI **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.
[1]ILS, Category C, 700-2.

LEXINGTON, NE

JIM KELLY FIELD **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

LIBERAL, KS

LIBERAL-MID
AMERICA RGNL **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR Rwy 4[1]
VOR Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

LINCOLN, NE

LINCOLN **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MANHATTAN, KS

MANHATTAN RGNL **ILS Rwy 3**
NA when control tower closed.

NAME ALTERNATE MINIMUMS

MC COOK, NE

MC COOK BEN
NELSON RGNL **ILS or LOC/DME Rwy 12**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30
NA when local weather not available.

MC PHERSON, KS

MC PHERSON **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI ... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

NEWTON, KS

NEWTON-CITY-COUNTY . **ILS or LOC Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

NORFOLK, NE

KARL STEFAN
MEMORIAL **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT
LEE BIRD FIELD **ILS or LOC Rwy 30[1]**
VOR Rwy 35[2]
[1]Categories B, C, D, 700-2.
[2]Category C, 800-2¼; Category D, 800-2½.

OGALLALA, NE

SEARLE FEILD **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

OLATHE, KS

NEW CENTURY
AIR CENTER **ILS or LOC Rwy 36[12]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR-A[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OMAHA, NE

EPPLEY
AIRFIELD **ILS or LOC/DME Rwy 14L[1]**
ILS or LOC/DME Rwy 14R[1]
ILS or LOC/DME Rwy 18[1]
ILS or LOC Rwy 32L[3]
ILS or LOC 32R[2]
ILS Rwy 36[1]
RNAV (GPS) Rwy 14L[4]
RNAV (GPS) Rwy 14R[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 32L[5]
RNAV (GPS) Rwy 32R[6]
RNAV (GPS) Rwy 36[4]
6097VOR Rwy 32L[4]
[1]ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D,800-2¼.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.
[6]Categories A,B,C,D, 800-2½.

MILLARD **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

O'NEILL, NE

THE O'NEILL MUNI-
JOHN L BAKER FIELD **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

ORD, NE

EVELYN SHARP FIELD **NDB Rwy 13[1]**
RNAV (GPS) Rwy 13
RNAV (GPS) Y Rwy 31
RNAV (GPS) Z Rwy 31
NA when local weather not available.
[1]Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
NA when local weather not available.

PITTSBURG, KS

ATKINSON MUNI **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PLATTSMOUTH, NE

PLATTSMOUTH MUNI **NDB Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

PRATT, KS

PRATT INDUSTRIAL **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

RUSSELL, KS

RUSSEL MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

SALINA, KS

SALINA MUNI **ILS or LOC Rwy 35[1]**
NDB Rwy 35[2]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[3]
VOR Rwy 17[3][4]
[1]LOC, NA when control tower closed.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¼.

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL/
WILLIAM B. HEILIG FIELD **ILS Rwy 30[1]**
ILS or LOC/DME Rwy 12[2][3]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 12[3][4]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 30[3]
VOR/DME Rwy 5[3]
VOR or TACAN Rwy 23[3]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D,800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SIDNEY, NE

SIDNEY MUNI/
LLOYD W CARR FIELD ... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
VOR/DME or TACAN Rwy 13
VOR/DME or TACAN Rwy 31
NA when local weather not available.
[1]Category D, 800-2¼.

TEKAMAH, NE

TEKAMAH MUNI **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 32[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Categories C, D, 900-2½.

THEDFORD, NE

THOMAS COUNTY **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

TOPEKA, KS

FORBES FIELD **ILS or LOC Rwy 31[1][2]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 31[3]
[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

PHILIP BILLARD MUNI **ILS or LOC Rwy 13[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

VALENTINE, NE

MILLER FIELD **NDB Rwy 32,** 900-2.

WICHITA, KS

COLONEL
JAMES JABARA **ILS or LOC/DME Rwy 18[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
RNAV (GPS)-E[2]
VOR-A[2]

NA when local weather not available.
[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

WICHITA
MID-CONTINENT **ILS or LOC Rwy 1L[1]**
ILS or LOC Rwy 1R[1]
ILS Rwy 19R[1]
ILS or LOC Rwy 19L[2]
VOR Rwy 14[3]

[1]LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

MARSHALL AAF (KFRI), KS (Fort Riley) (10070 USA) ELEV 1065

RADAR - (E) 121.25 254.35

	RWY	GS/TCH/RPI	CAT	DH MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	4	3.0°/36/683	ABCD	**1265**-¾	200	(200-¾)
ASR[1]	4		AB	**1700**-1	635	(700-1)
			C	**1700**-1¾	635	(700-1¾)
			D	**1700**-2	635	(700-2)
	22		AB	**1680**-1	616	(700-1)
			C	**1680**-1¾	616	(700-1¾)
			D	**1680**-2	616	(700-2)
CIR	All Rwy[2]		AB	**1700**-1	635	(700-1)
			C	**1700**-1¾	635	(700-1¾)
			D	**1760**-2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.
[1]Opr 1300-0530Z++ Mon-Sat exc hol. [2]Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF) ELEV 1052

RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	30[456]	2.8°/57/1178	ABCDE	**1189**/24	200	(200-½)
	12[23578]	3.0°/46/1066	ABCDE	**1293**/50	250	(300-1)

[1]PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. [2]When ALS inop, RVR/vis increase not required. [3]VGSI and procedure TCH not coincident. [4]When ALS inop, increase CAT ABCDE RVR to 40 and VIS to ¾. [5]CAUTION: Extensive light aircraft in vicinity Millard Muni. [6]MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. [7]CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. [8]MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)
ORIG 08157 (FAA)
NOTE: **Rwy 31,** fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)
AMDT 1 08269 (FAA)
NOTE: **Rwy 15,** trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33,** trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA.

NAME	TAKE-OFF MINIMUMS

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)
ORIG 08269 (FAA)
NOTE: **Rwy 16,** trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34,** fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE
ROCK COUNTY (RBE)
AMDT2 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 13,** fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31,** rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE
BEATRICE MUNI (BIE)
ORIG 08045 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS
MORITZ MEMORIAL (K61)
AMDT 1 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26,** NA.
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb to 2400 before turning east on course.

BLAIR, NE
BLAIR MUNI (BTA)
ORIG 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 13,** climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.
NOTE: **Rwy 13,** rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31,** trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE
BROKEN BOW MUNI (BBW)
AMDT 2 90123 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

CLAY CENTER, KS
CLAY CENTER MUNI (CYW)
ORIG 84033 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

COFFEYVILLE, KS
COFFEYVILLE MUNI (CFV)
ORIG 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4, 17, 22, 35,** 300-1.

COLBY, KS
SHALZ FIELD (CBK)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30,** N/A-Environmental.
NOTE: **Rwy 17,** terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL. **Rwy 35,** terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE
COLUMBUS MUNI (OLU)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb o f 331' per NM to 1800.
NOTE: **Rwy 2,** tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14,** multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20,** tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32,** multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS
BLOSSER MUNI (CNK)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA.

COZAD, NE

COZAD MUNI (CZD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA - Environmental.

NOTE: **Rwy 13,** grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL .Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31,** multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

CRETE, NE

CRETE MUNI (CEK)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA - Environmental.

NOTE: **Rwy 17,** numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35,** numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-turf runway.

NOTE: **Rwy 32,** trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

ELKHART, KS

ELKHART-MORTON COUNTY (EHA)
ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1¼ or std. with a min. climb of 237' per NM to 4300.

NOTE: **Rwy 22,** tower 4964' from departure end of runway, 3935' right of centerline, 403' AGL/4023' MSL.

EMPORIA, KS

EMPORIA MUNI (EMP)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.

NOTE: **Rwy 19,** tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS

EUREKA MUNI (13K)
ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY, NE

FAIRBURY MUNI (FBY)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-VFR/Turf Rwy.

NOTE: **Rwy 17,** multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35,** multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)
AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14,** pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32,** tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS
SHERMAN AAF (FLV)
ORIG 05300 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** Climb via heading 155° to 1700 before turning southwest.
NOTE: **Rwy 15,** road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33,** multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS
FORT SCOTT MUNI (FSK)
ORIG 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36,** multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE
FREMONT MUNI (FET)
AMDT 5 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 19,** Climb heading 185° to 1800 before proceeding on course.
NOTE: **Rwy 1,** vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14,** tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19,** vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32,** multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS
GARDEN CITY RGNL (GCK)
ORIG 07186 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.

GARDNER, KS
GARDNER MUNI (K34)
ORIG-A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.
NOTE: **Rwy 26,** multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.

GOODLAND, KS
RENNER FIELD/GOODLAND MUNI (GLD)
AMDT 4 03303 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** NA.
DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.
NOTE: **Rwy 12,** road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17,** rod on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Rod on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23,** road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30,** rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE
GORDON MUNI (GRN)
AMDT 2 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.
DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE
QUINN FIELD (GTE)
AMDT 1 81106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE
CENTRAL NEBRASKA RGNL (GRI)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE
GRANT MUNI (GGF)
ORIG 08213 (FAA)
NOTE: **Rwy 15,** post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33,** terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS
GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 352° to 3200 before turning eastbound.
NOTE: **Rwy 35,** tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE
HASTINGS MUNI (HSI)
AMDT 3 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.
NOTE: **Rwy 14,** vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS
HAYS RGNL (HYS)
AMDT 2 92180 (FAA)
DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE
HEBRON MUNI (HJH)
ORIG 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,12,21,30,** 300-1.
DEPARTURE PROCEDURE: **All Rwys:** climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS
HILL CITY MUNI (HLC)
ORIG 06047 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 200-1 or std. with a min. climb of 380' to 2500.
DEPARTURE PROCEDURE: **Rwy 35,** climb via heading 352° to 3100 before turning left.
NOTE: **Rwy 17,** tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35,** tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE
BREWSTER FIELD (HDE)
AMDT 2 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 3800 before turning right. **Rwy 36,** climb runway heading to 3600 before turning left.

HUGOTON, KS
HUGOTON MUNI (HQG)
AMDT 1 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.
NOTE: **Rwy 2,** multiple poles,hangars,and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20,** vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS
HUTCHINSON MUNI (HUT)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4,22,** 300-1 or std. with a min. climb of 370' per NM to 1700.
DEPARTURE PROCEDURE: **All Rwys,** eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4,** trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17,** trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35,** obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1,** trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19,** vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental. **Rwy 18**, 500-2¾ or std. with a min. climb of 420' per NM to 1700. **Rwy 36,** 300-2 or std. w/ min climb of 234' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 189° to 2200 before turning right. **Rwy 36,** climb heading 009° to 2000 before proceeding on course.

NOTE: **Rwy 18,** numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36,** tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.

KEARNEY, NE

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** cross departure end of runway at or above 20' AGL/2149' MSL.

NOTE: **Rwy 13,** trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL, NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10,** fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28,** terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33,** 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1,** bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15,** tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19,** tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33,** tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 136° to 3500' before turning right. **Rwy 19,** for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14,** multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32,** fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)
AMDT 5 07242 (FAA)

NOTE: **Rwy 4,** obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35,** multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL. **Rwy 18,** rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35,** warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)
AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: **All runways,** westbound departures heading 210° through 360° NA. **Rwy 31,** departures NA when R-3602B active.

NOTE: R-3602B restricted area immediately west of airport. **Rwy 3,** 100' AGL tree 7690' from departure end of runway, 1507' left of centerline. **Rwy 13,** 100' AGL tree 1873' from departure end of runway, 519' left of centerline. **Rwy 21,** 100' AGL tree 1020' from departure end of runway, 714' right of centerline. **Rwy 31,** 100' AGL tree 8354' from departure end of runway, 867' right of centerline.

MARSHALL AAF (KFRI)

FORT RILEY, KS 07186

Rwy 22, 400-2¾*
* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22:** Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4:** Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L,** KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R,** KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK BEN NELSON RGNL (MCK)
ORIG 09351(FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.

NOTE: **Rwy 4,** tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12,** multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22,** pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)
AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26,** NA-Environmental.

NOTE: **Rwy 18,** trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36,** bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

MINDEN, NE

PIONEER VILLAGE FIELD (0V3)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16,** multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL/2223' MSL. Multiple trees beginning 193' from DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL. Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/2244' MSL. **Rwy 34,** trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL. Trees 337' from DER, 156' left of centerline, up to 11' AGL/2165' MSL.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI (AFK)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NELIGH, NE

ANTELOPE COUNTY (4V9)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1¾ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1,** multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13,** tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL. **Rwy 19,** fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31,** multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

NORFOLK, NE

KARL STEFAN MEMORIAL (OFK)
ORIG 09351 (FAA)

NOTE: **Rwy 1,** terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14,** terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19,** terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32,** terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental. **Rwy 16,** 400-3.

NOTES: **Rwy 16,** Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34,** Tree 630' from departure end of runway, 203 left of centerline, 100' AGL/2489' MSL.

O'NEILL, NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)
ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)
ORIG 06215 (FAA)

NOTE: **Rwy 16,** bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34,** tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

OBERLIN, KS

OBERLIN MUNI (OIN)
ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.

OFFUTT AFB (KOFF)

OMAHA, NE ORIG 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1156' MSL, 22' inward of DER, 501' left of centerline.

Rwy 12: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from DER, 944' right of centerline.

OGALLALA, NE

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE, KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18,** multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36,** antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4,** fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18,** tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36,** ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R,** Climb heading 139° to 2600 before proceeding on course. **Rwy 18,** Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R,** Climb heading 319° to 2600 before proceeding westbound. **Rwy 36,** Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L,** Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R,** Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18,** Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L,** Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R,** Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36,** Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1¼ or std. w/ min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 123° to 3200 before proceeding on course. **Rwy 30,** climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12,** multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30,** multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13,** pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31,** trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH, NE
GARDEN COUNTY (OKS)
ORIG 05020 (FAA)
DEPARTURE PROCEDURE: **Rwy12,** climb via heading 125° to 4000 before turning right.

OTTAWA, KS
OTTAWA MUNI (OWI)
ORIG 97254 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5,13,23,31,** NA.

PARSONS, KS
TRI-CITY (PPF)
ORIG 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35,** trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS
PHILLIPSBURG MUNI (PHG)
ORIG 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA (Turf runway)
NOTE: **Rwy 31,** trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS
ATKINSON MUNI (PTS)
ORIG 01193 (FAA)
NOTE: **Rwy 10,** 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16,** 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE
MODISETT (9V5)
ORIG 09239 (FAA)
NOTE: **Rwy 14,** trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32,** terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

RUSSELL, KS
RUSSELL MUNI (RSL)
AMDT 1 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.
NOTE: **Rwy 17,** post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35,** multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS
SALINA MUNI (SLN)
ORIG 08325 (FAA)
NOTE: **Rwy 4,** light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12,** rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17,** road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18,** rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22,** trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30,** trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36,** trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE
WESTERN NEBRASKA RGNL
WILLIAM B. HEILIG FIELD (BFF)
AMDT 4 93175 (FAA)
DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.

SEWARD, NE
SEWARD MUNI (SWT)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA.
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2800 before turning on course. **Rwy 16,** climb runway heading to 3500 before turning right. **Rwy 34,** climb runway heading to 3000 before turning left.

SIDNEY, NE
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)
AMDT 1 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,21** NA-Environmental.

SUPERIOR, NE
SUPERIOR MUNI (12K)
ORIG 91318 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

TEKAMAH, NE
TEKAMAH MUNI (TQE)
AMDT 2 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.
NOTE: **Rwy 14,** north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32,** trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

THEDFORD, NE
THOMAS COUNTY (TIF)
AMDT 1 08269 (FAA)
NOTE: **Rwy 11,** trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29,** trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS
FORBES FIELD (FOE)
ORIG 09183 (FAA)
NOTE: **Rwy 3,** trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL. **Rwy 31,** rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

TOPEKA, KS (CON'T)
PHILIP BILLARD MUNI (TOP)
AMDT 1 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 200-1¼ or std. w/ min. climb of 286' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 224° to 1900 before turning right. **Rwy31,** climb heading 309° to 1800 before turning left.
NOTE: **Rwy 4,** antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13,** tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18,** trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31,** trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36,** trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS
ULYSSES (ULS)
AMDT 2A 10014 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17,** 300-1¾ or std. w/ min. climb of 281' per NM to 3500.
DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.
NOTE: **Rwy 17,** tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.

VALENTINE, NE
MILLER FIELD (VTN)
AMDT 2 05132 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 4000 before proceeding on course. **Rwy 32,** climb heading 317° to 4000 before proceeding on course.
NOTE: **Rwy 14,** multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE
WAHOO MUNI (AHQ)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 2,** terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20,** fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE
WAYNE MUNI (LCG)
AMDT 3 04330 (FAA)
NOTE: **Rwy 35,** pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS
WELLINGTON MUNI (EGT)
ORIG 07298 (FAA)
NOTE: **Rwy 17,** terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)
ORIG 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 36,** 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)
AMDT 2 83328 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)
ORIG 08101 (FAA)
NOTE: **Rwy 1L,** tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

YORK, NE

YORK MUNI (JYR)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.
NOTE: **Rwy 35,** Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

AINSWORTH, NEBRASKA

AL-5681 (FAA)

WAAS	APP CRS	Rwy Idg	5501
CH 99706	128°	TDZE	2587
W13A		Apt Elev	2589

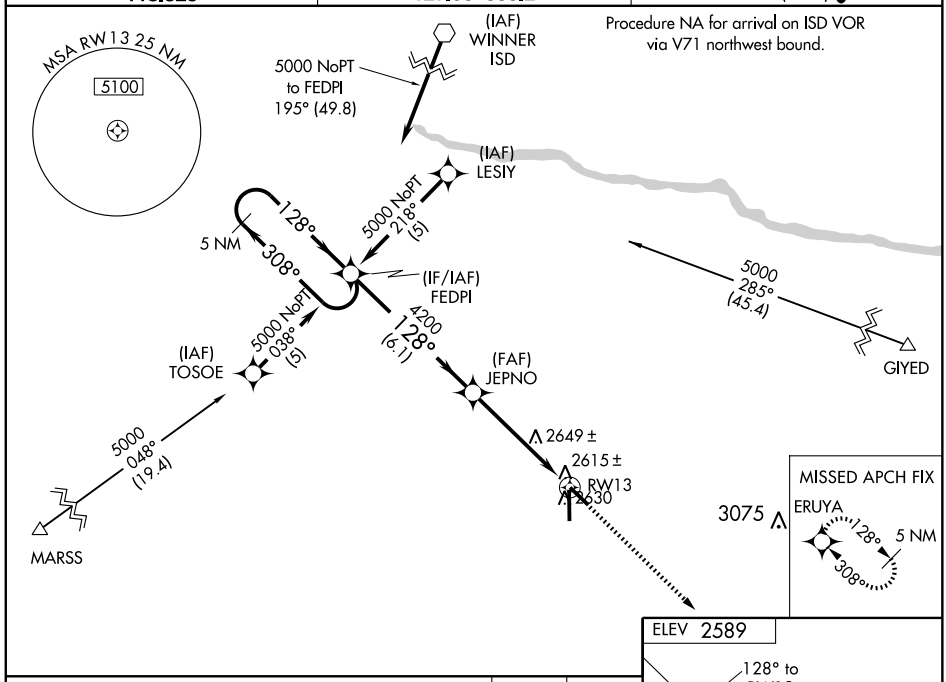
RNAV (GPS) RWY 13

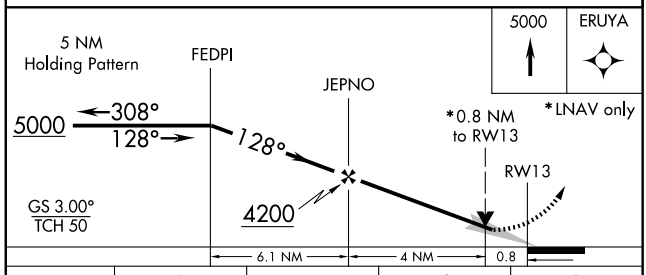
AINSWORTH MUNI (ANW)

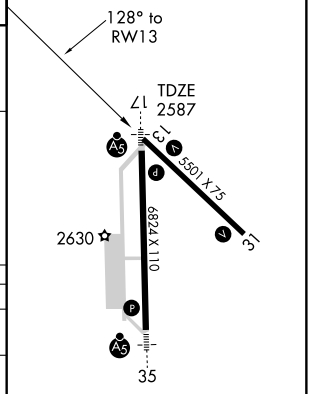
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERUYA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2837-1	250 (300-1)		
LNAV/VNAV DA	2885-1	298 (300-1)		
LNAV MDA	2900-1	313 (400-1)		
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)

REIL Rwy 31 L

MIRL Rwy 13-31 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

AINSWORTH, NEBRASKA

AL-5681 (FAA)

APP CRS	Rwy Idg	6824
173°	TDZE	2589
	Apt Elev	2589

RNAV (GPS) RWY 17

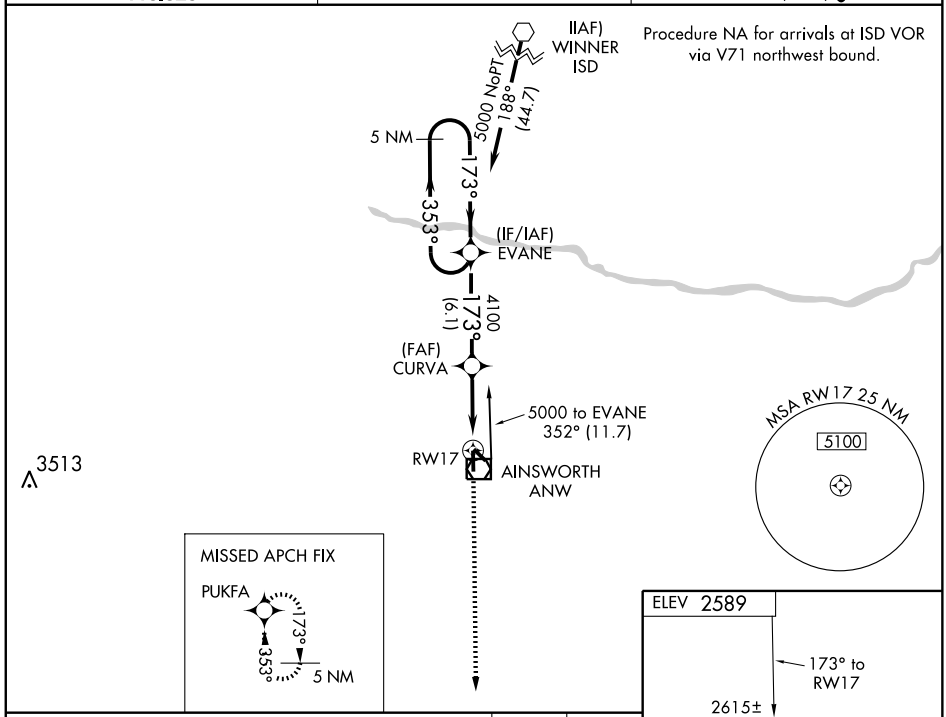
AINSWORTH MUNI (ANW)

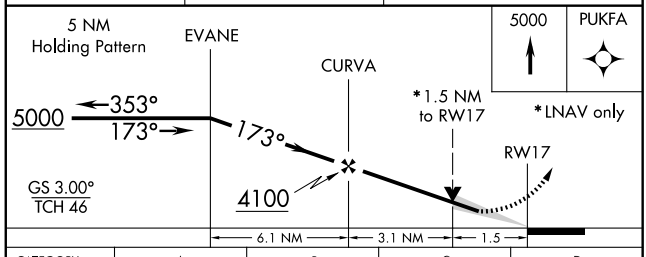
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). When local altimeter setting not received, use Valentine altimeter setting and increase DA 70 feet and LNAV/VNAV Cat A/B/C visibility ¼ mile, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting. DME/DME RNP-0.3 NA.

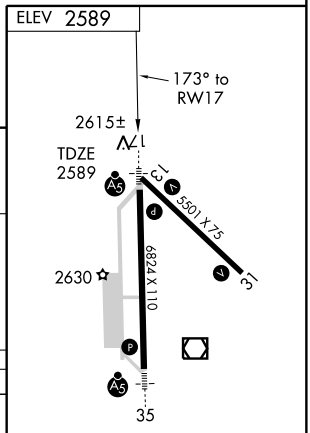
MALSR

MISSED APPROACH: Climb to 5000 direct PUKFA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	2885-½ 296 (300-½)			2885-¾ 296 (300-¾)
LNAV MDA	3100-½ 511 (600-½)		3100-1 511 (600-1)	
CIRCLING	3100-1 511 (600-1)		3100-1½ 511 (600-1½)	3140-2 551 (600-2)

REIL Rwy 31 L

MIRL Rwy 13-31 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

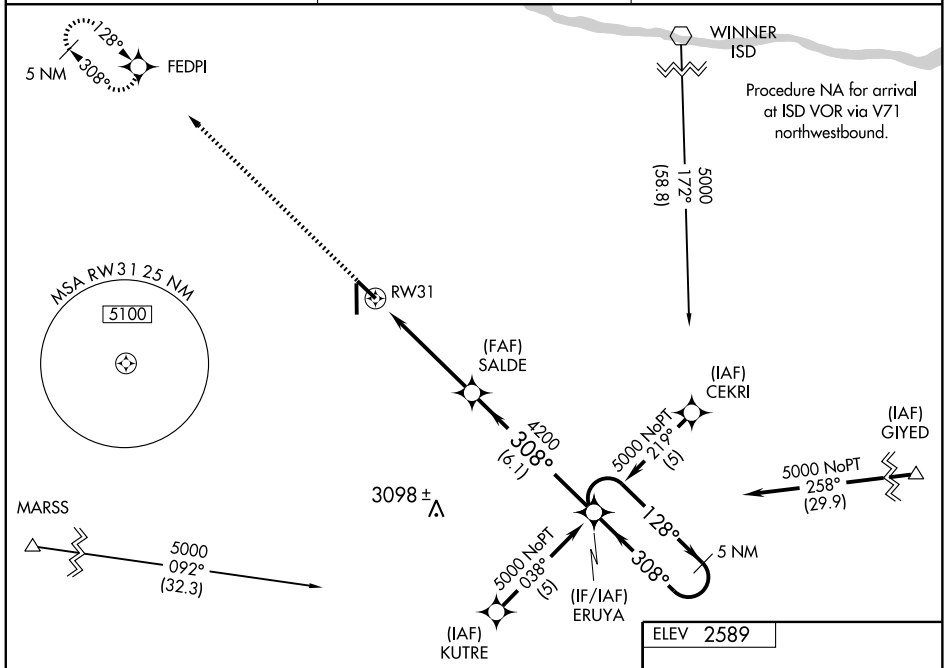
WAAS	APP CRS	Rwy Idg	5501
CH 86507	308°	TDZE	2585
W31A		Apt Elev	2589

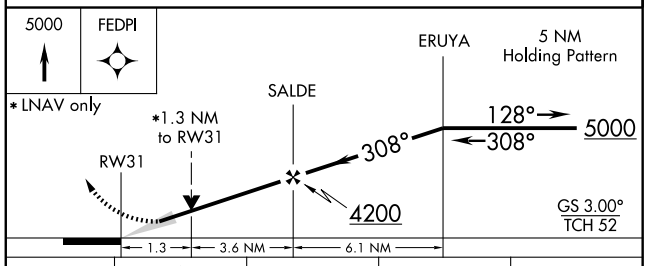
RNAV (GPS) RWY 31
AINSWORTH MUNI (ANW)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

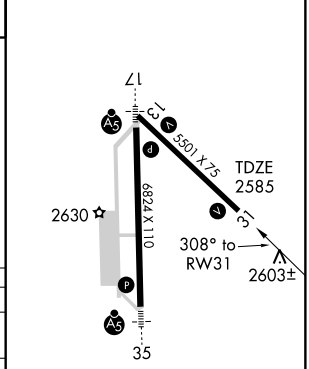
MISSED APPROACH: Climb to 5000 direct FEDPI and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2835-1 250 (300-1)			
LNAV/VNAV DA	2873-1 288 (300-1)			
LNAV MDA	3060-1 475 (500-1)		3060-1¼ 475 (500-1¼)	3060-1½ 475 (500-1½)
CIRCLING	3060-1 471 (500-1)		3060-1½ 471 (500-1½)	3140-2 551 (600-2)



REIL Rwy 31 L
MIRL Rwy 13-31 and 17-35 L

APP CRS		
353°	Rwy Idg	6824
	TDZE	2589
	Apt Elev	2589

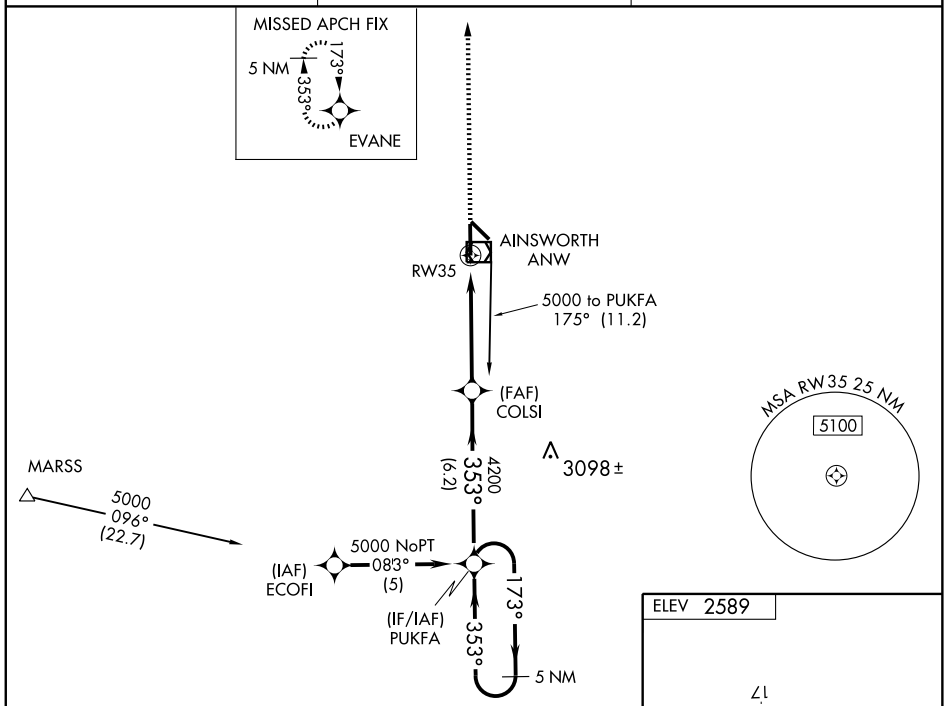
RNAV (GPS) RWY 35
AINSWORTH MUNI (ANW)

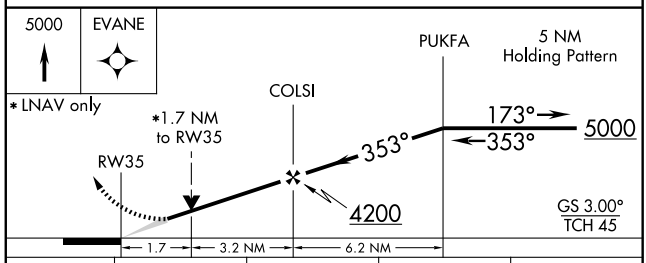
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

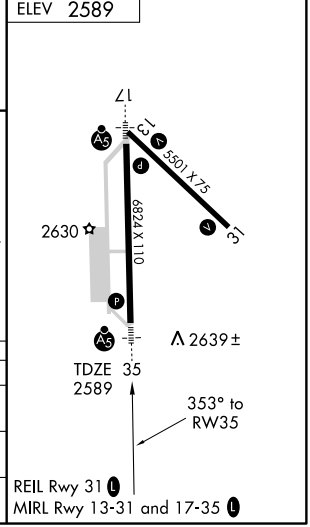
MISSED APPROACH: Climb to 5000 direct EVANE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2909-½ 320 (400-½)			2909-¾ 320 (400-¾)
LNAV MDA	3160-½ 571 (600-½)		3160-1 571 (600-1)	3160-1¼ 571 (600-1¼)
CIRCLING	3160-1 571 (600-1)		3160-1½ 571 (600-1½)	3160-2 571 (600-2)



NC-2, 08 APR 2010 to 06 MAY 2010

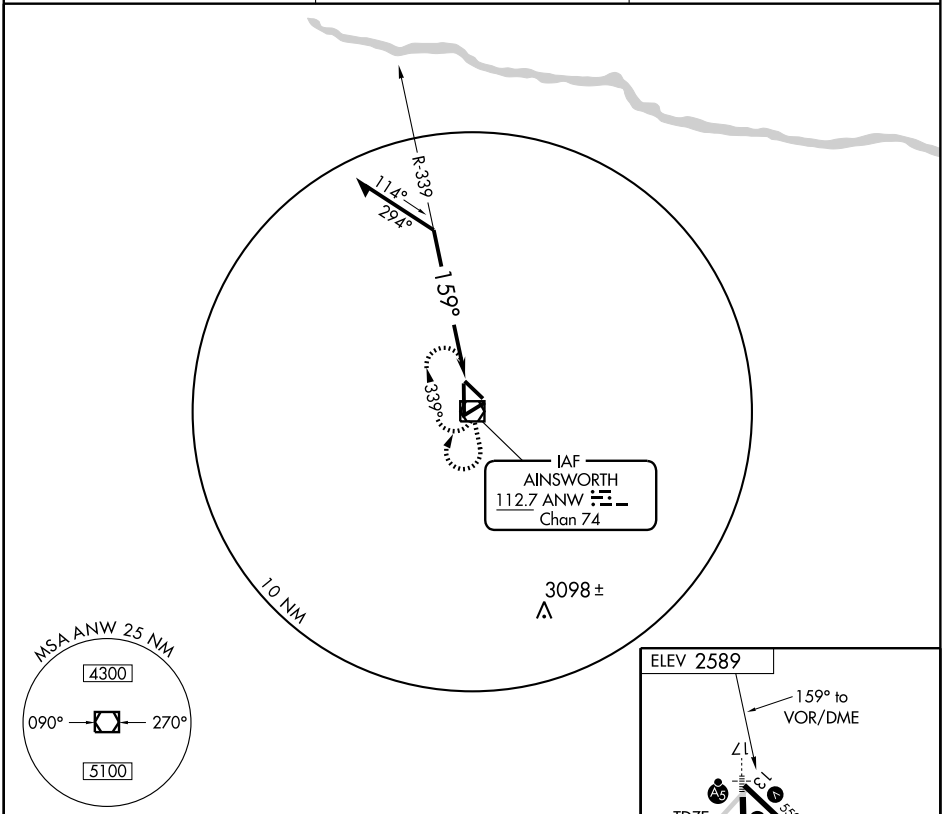
VOR/DME ANW	APP CRS	Rwy Idg	6824
112.7	159°	TDZE	2589
Chan 74		Apt Elev	2589

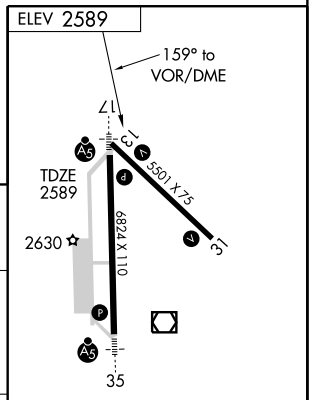
VOR RWY 17
AINSWORTH MUNI(ANW)

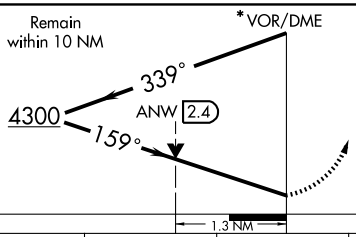
MALSR

MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L







3500	6000	ANW
		112.7

*Maintain 6000 until established outbound on procedure turn.

CATEGORY	A	B	C	D
S-17	3060-½	471 (500-½)	3060-¾ 471 (500-¾)	3060-1 471 (500-1)
CIRCLING	3060-1	471 (500-1)	3060-1½ 471 (500-1½)	3140-2 551 (600-2)

REIL Rwy 31 L
MIRL Rwy 13-31 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

AINSWORTH, NEBRASKA

VOR/DME ANW	APP CRS	Rwy Idg	6824
112.7	008°	TDZE	2589
Chan 74		Apt Elev	2589

AL-5681 (FAA)

VOR RWY 35

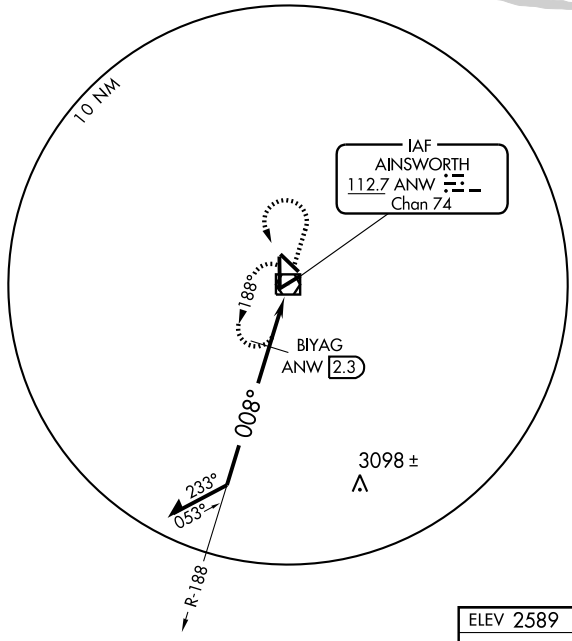
AINSWORTH MUNI(ANW)

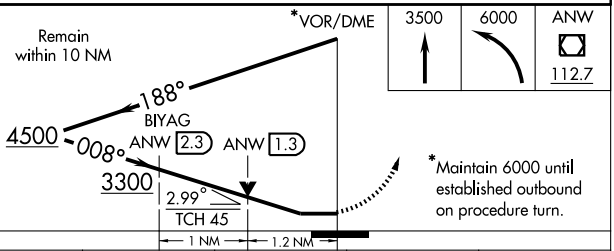
For inoperative MALSR increase BIYAG fix minimums S-35 Cat D visibility to 1¼.

MALSR

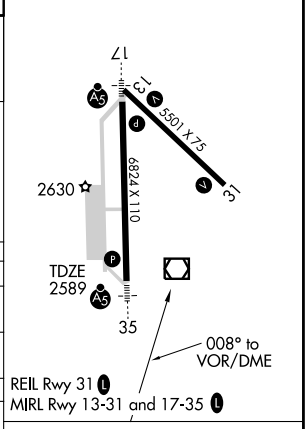
MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct ANW VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	3300-½ 711 (800-½)		3300-1½ 711 (800-1½)	3300-1¾ 711 (800-1¾)
CIRCLING	3300-1 711 (800-1)		3300-2 711 (800-2)	3300-2¼ 711 (800-2¼)
BIYAG FIX MINIMUMS				
S-35	3000-½ 411 (500-½)		3000-¾ 411 (500-¾)	3000-1 411 (500-1)
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)



Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

ALBION, NEBRASKA

AL-6947 (FAA)

NDB BVN	APP CRS	Rwy Idg	3700
332	333°	TDZE	1803
		Apt Elev	1806

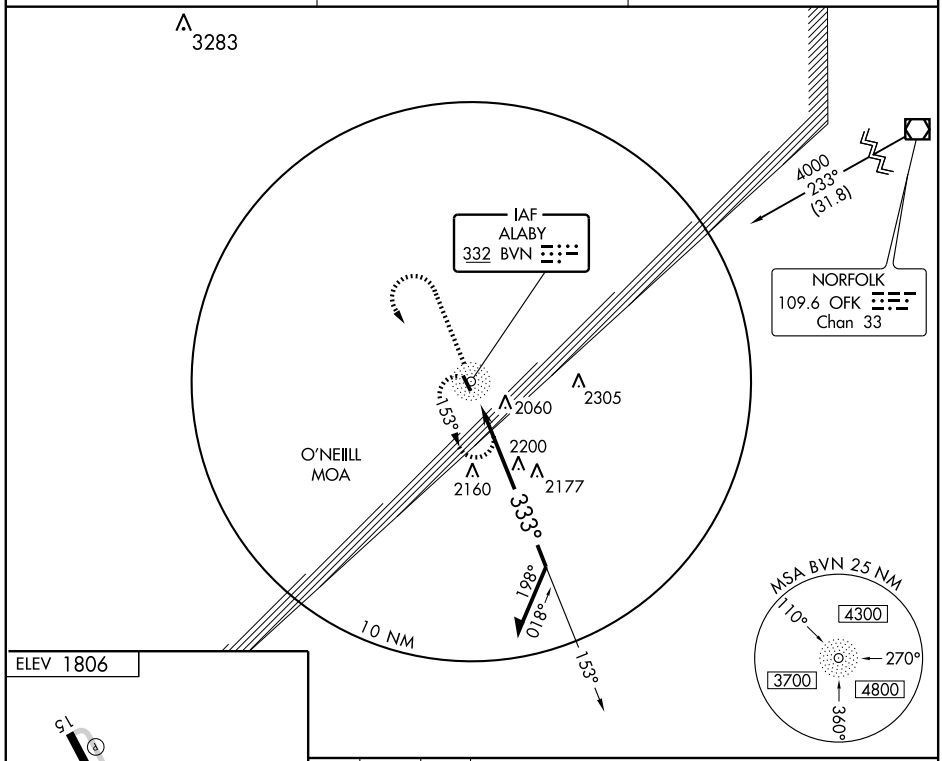
NDB RWY 33

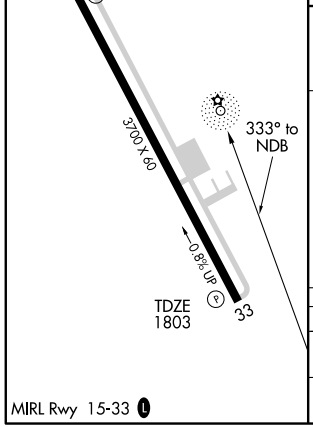
ALBION MUNI (BVN)

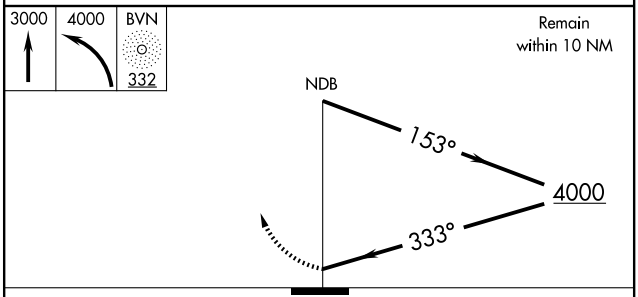
Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 120 feet and increase S-33 Cat A and circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct BVN NDB and hold, continue climb-in-hold to 4000.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 (L)







CATEGORY	A	B	C	D
S-33	2600-1 797 (800-1)	2600-1¼ 797 (800-1¼)	NA	
CIRCLING	2600-1 794 (800-1)	2600-1¼ 794 (800-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 15

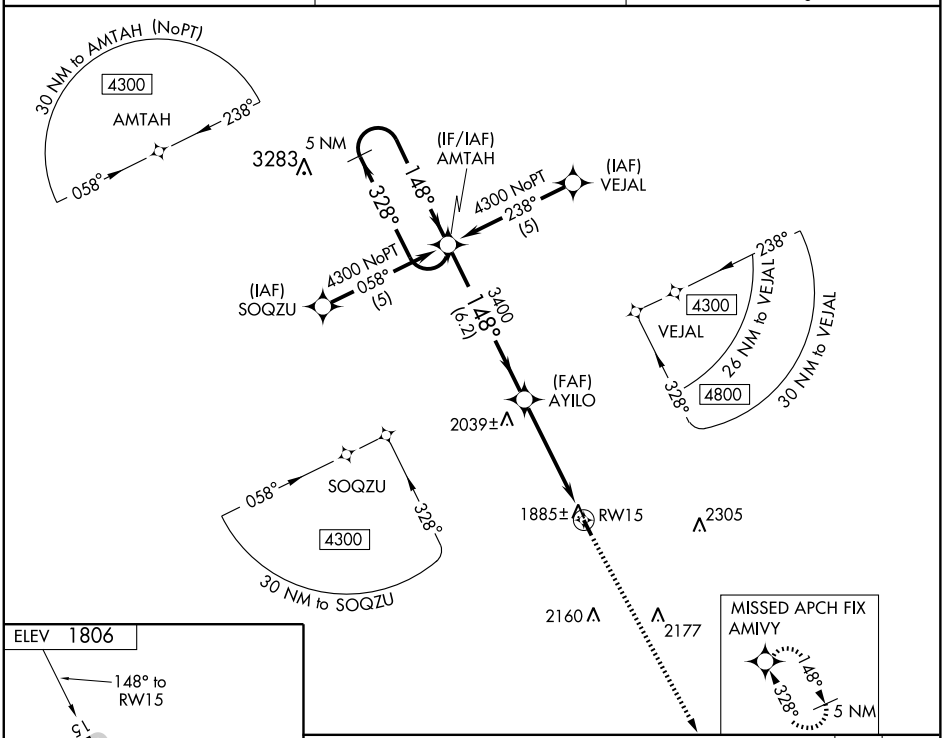
ALBION MUNI (BVN)

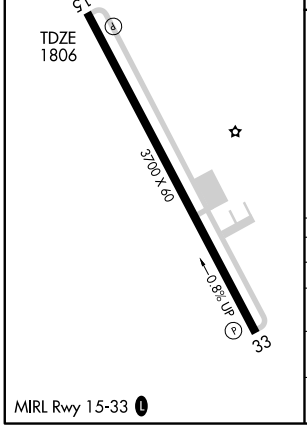
WAAS	APP CRS	Rwy ldg	3700
CH 78009	148°	TDZE	1806
W15A		Apt Elev	1806

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Norfolk altimeter setting.

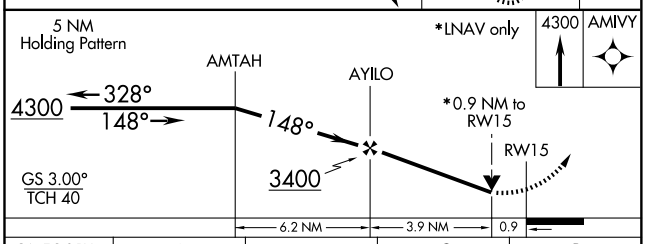
MISSED APPROACH: Climb to 4300 direct AMIVY and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 (L)





MIRL Rwy 15-33 (L)



CATEGORY	A	B	C	D
LPV DA	2130-1¼	324 (400-1¼)	NA	
LNAV/VNAV DA	2269-1¾	463 (500-1¾)	NA	
LNAV MDA	2140-1	334 (400-1)	NA	
CIRCLING	2340-1 534 (600-1)	2420-1 614 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

ALBION, NEBRASKA

AL-6947 (FAA)

RNAV (GPS) RWY 33

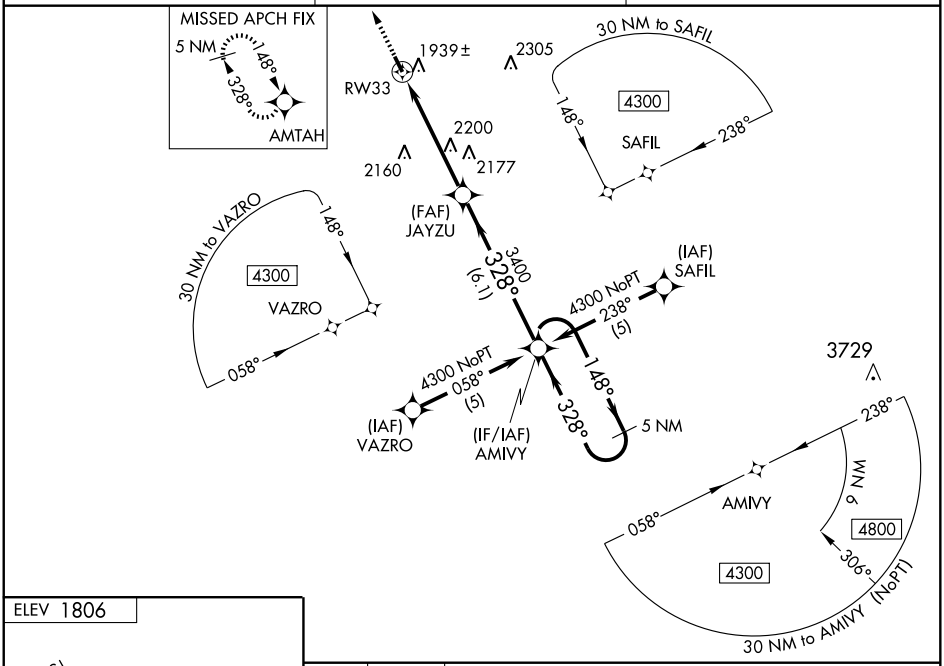
ALBION MUNI (BVN)

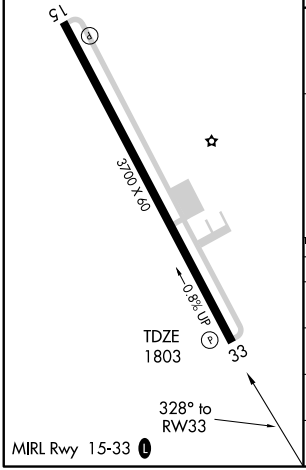
WAAS	APP CRS	Rwy Idg	3700
CH 93913	328°	TDZE	1803
W33A		Apt Elev	1806

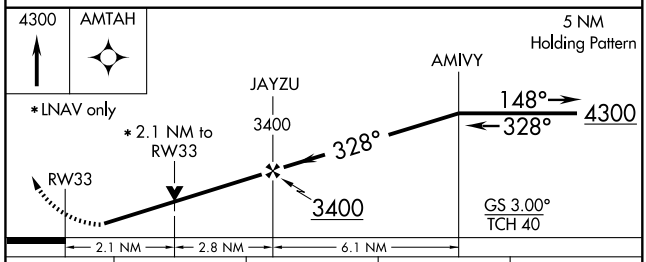
Baro-VNAV NA when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ¼ mile. VDP NA when using Norfolk altimeter setting.

MISSED APPROACH: Climb to 4300 direct AMTAH and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 (L)







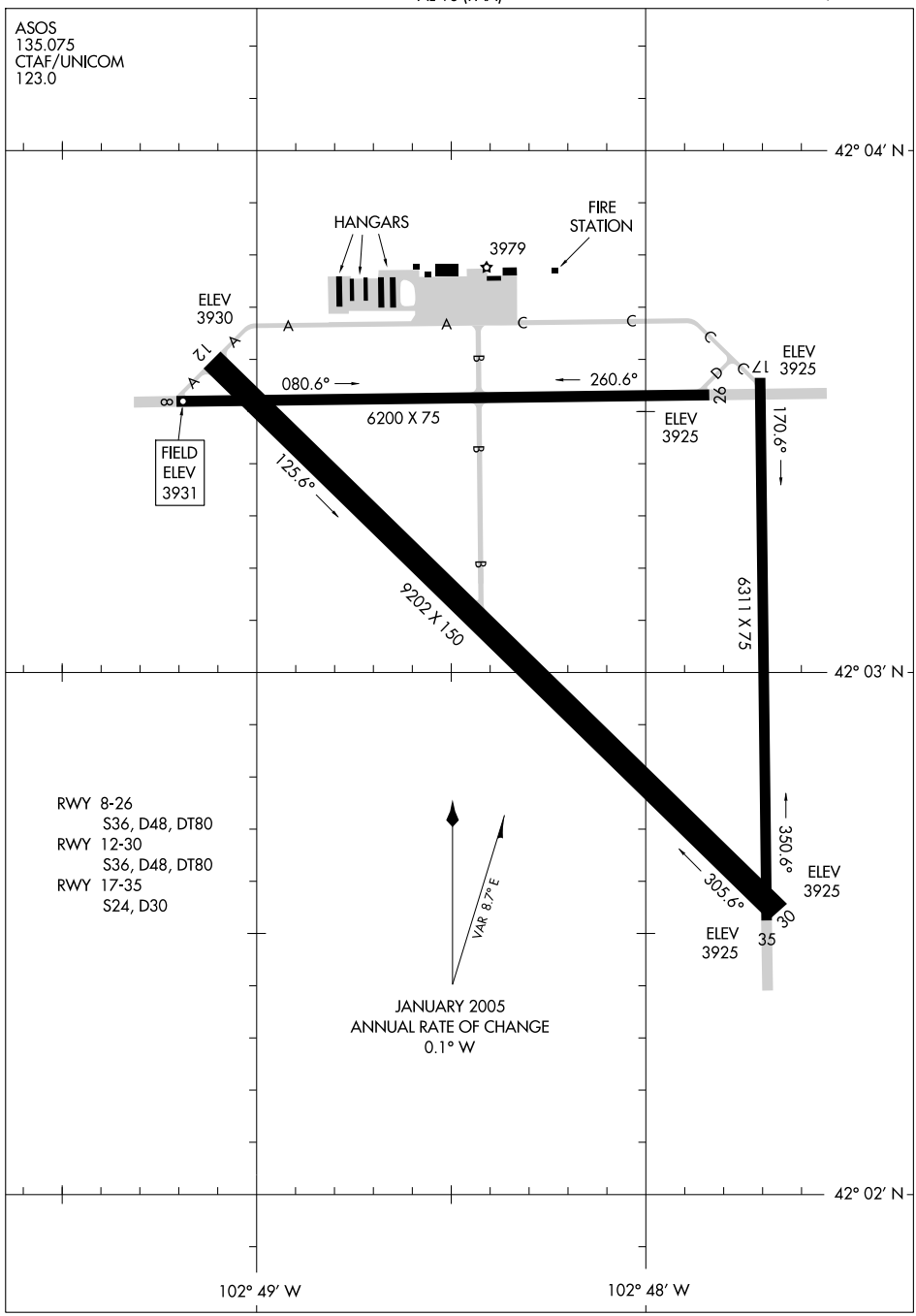
CATEGORY	A	B	C	D
LPV DA	2053-1	250 (300-1)	NA	
LNAV/VNAV DA	2279-1¾	476 (500-1¾)	NA	
LNAV MDA	2500-1	697 (700-1)	NA	
CIRCLING	2500-1	694 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)
ALLIANCE, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-BYE	APP CRS	Rwy Idg	9202
108.35	303°	TDZE	3927
Chan 20 (Y)		Apt Elev	3931

LOC/DME RWY 30

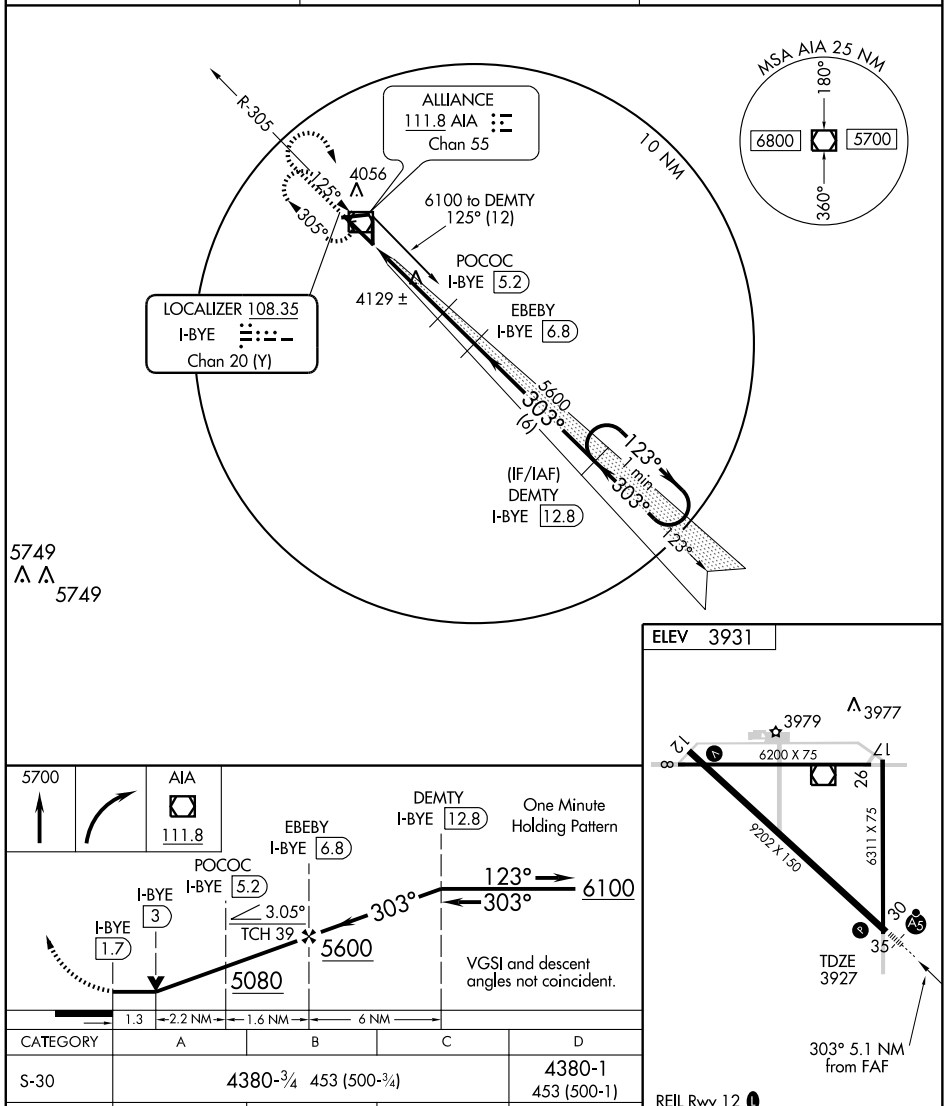
ALLIANCE MUNI (AIA)

NA When local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet, S-30 Cats C/D visibility ¼ mile and circling Cat C ¼ mile. For inoperative MALSR, increase S-30 Cats A and B visibility to 1 mile. VDP NA when using Scottsbluff altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-30	4380-¾ 453 (500-¾)			4380-1 453 (500-1)
CIRCLING	4380-1 449 (500-1)	4400-1 469 (500-1)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 L

MIRL Rwys 8-26 and 12-30 L

NC-2. 08 APR 2010 to 06 MAY 2010

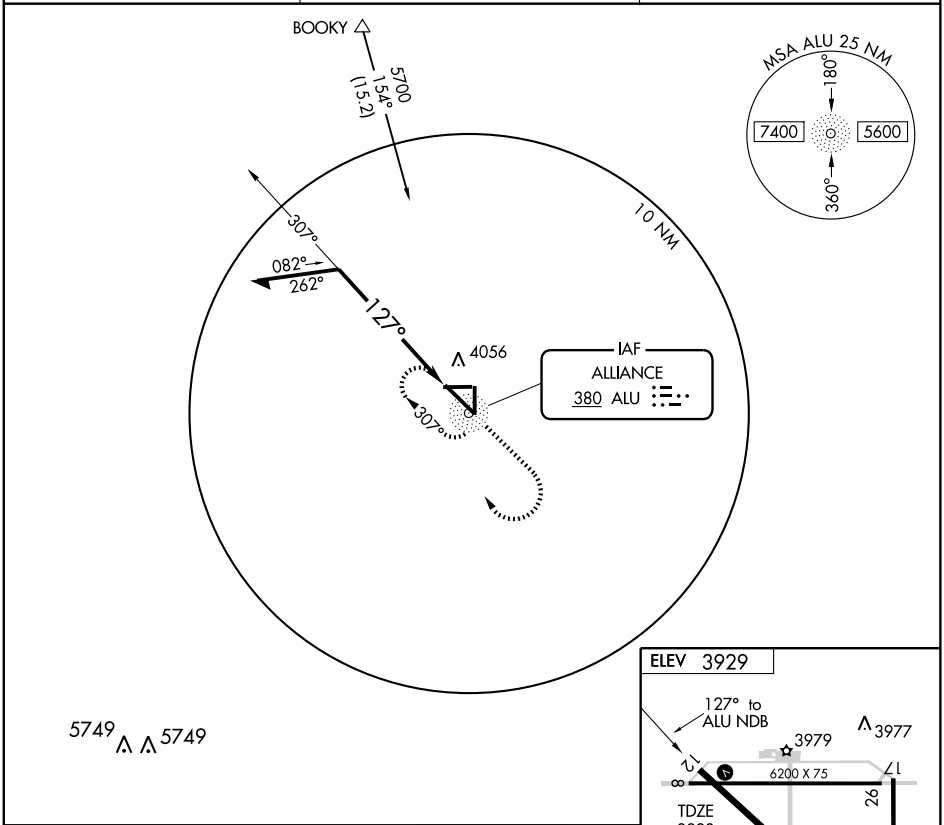
NDB ALU	APP CRS		
380	127°	Rwy Idg	9202
		TDZE	3928
		Apt Elev	3929

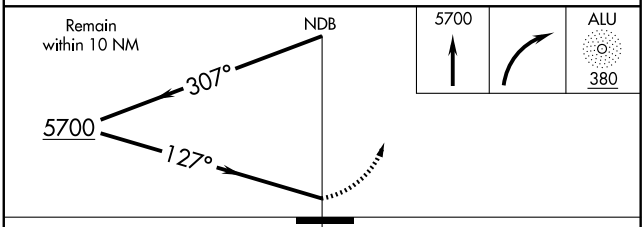
NDB RWY 12
ALLIANCE MUNI (AIA)

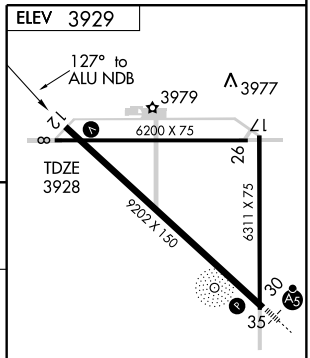
NA

MISSED APPROACH: Climb to 5700 then right turn direct ALU NDB and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D	E
S-12	4580-1	652 (700-1)	4580-1¾ 652 (700-1¾)	4580-2 652 (700-2)	NA
CIRCLING	4580-1	651 (700-1)	4580-1¾ 651 (700-1¾)	4580-2 651 (700-2)	NA

REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6200
078°	TDZE	3931
	Apt Elev	3931

RNAV (GPS) RWY 8

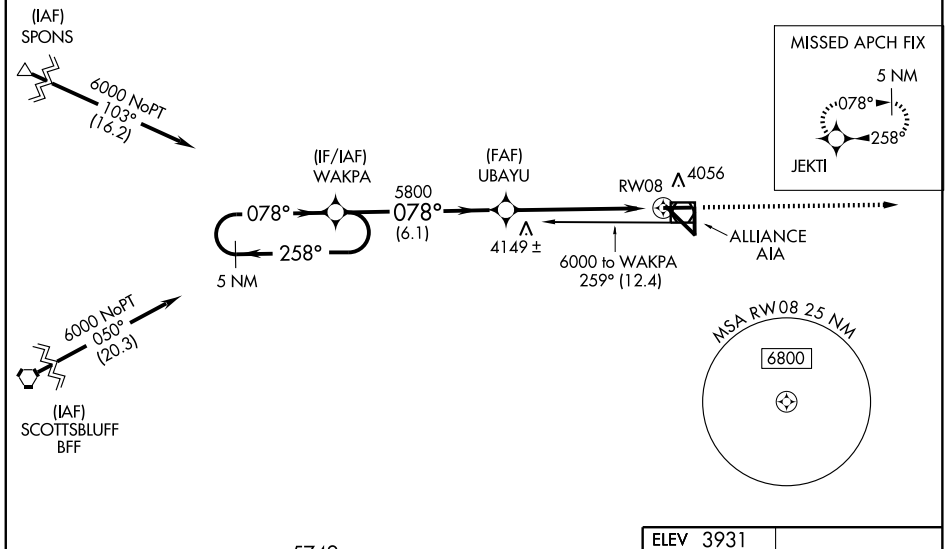
ALLIANCE MUNI (AIA)

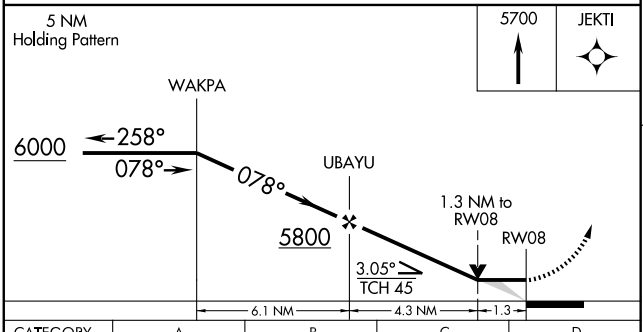
If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5700 direct JEKTI and hold.

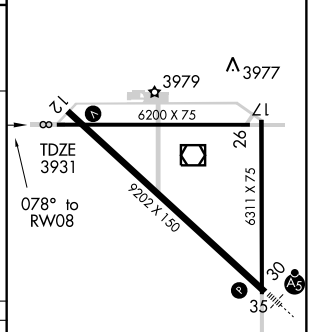
ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L

Procedure NA for arrivals at BFF VORTAC via V524 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	4400-1	469 (500-1)	4400-1¼ 469 (500-1¼)	4400-1½ 469 (500-1½)
CIRCLING	4400-1	469 (500-1)	4400-1½ 509 (600-1½)	4500-2 569 (600-2)



REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

NC-2, 08 APR 2010 to 06 MAY 2010

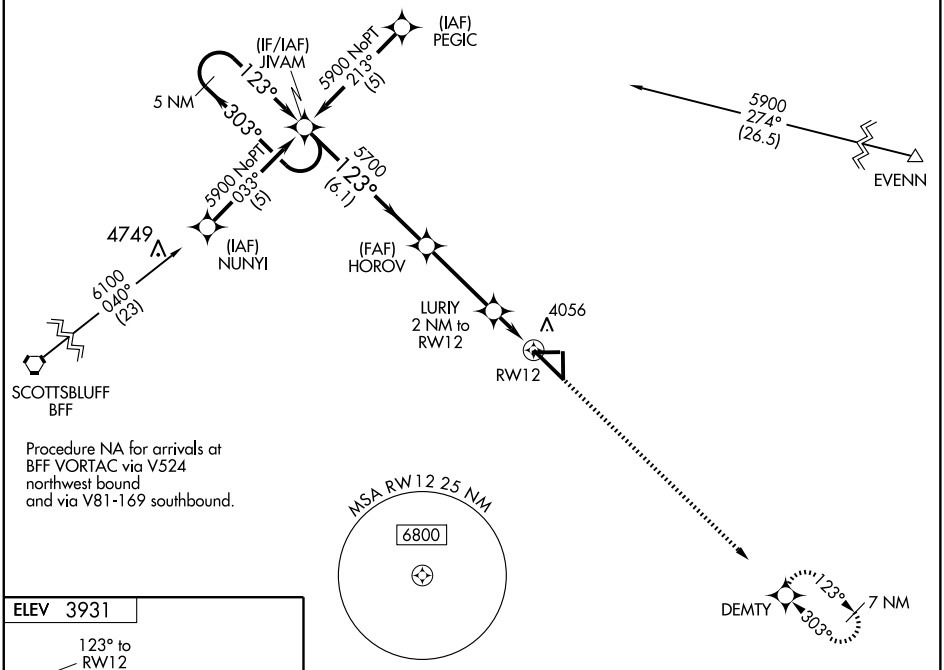
WAAS CH 61202 W12A	APP CRS 123°	Rwy Idg 9202 TDZE 3930 Apt Elev 3931

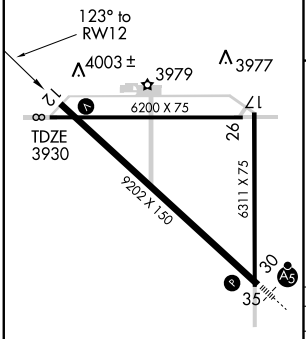
RNAV (GPS) RWY 12
ALLIANCE MUNI (AIA)

⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

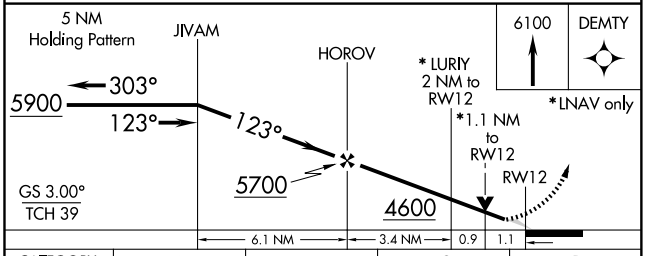
MISSED APPROACH: Climb to 6100 direct DEMTY and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) Ⓛ





REIL Rwy 12 Ⓛ
MIRL Rwys 8-26 and 12-30 Ⓛ



CATEGORY	A	B	C	D
LPV DA	4180-1 250 (300-1)			
LNAV/ VNAV DA	4273-1¼ 343 (400-1¼)			
LNAV MDA	4320-1 390 (400-1)			4320-1¼ 390 (400-1¼)
CIRCLING	4360-1¼ 429 (500-1¼)	4400-1¼ 469 (500-1¼)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

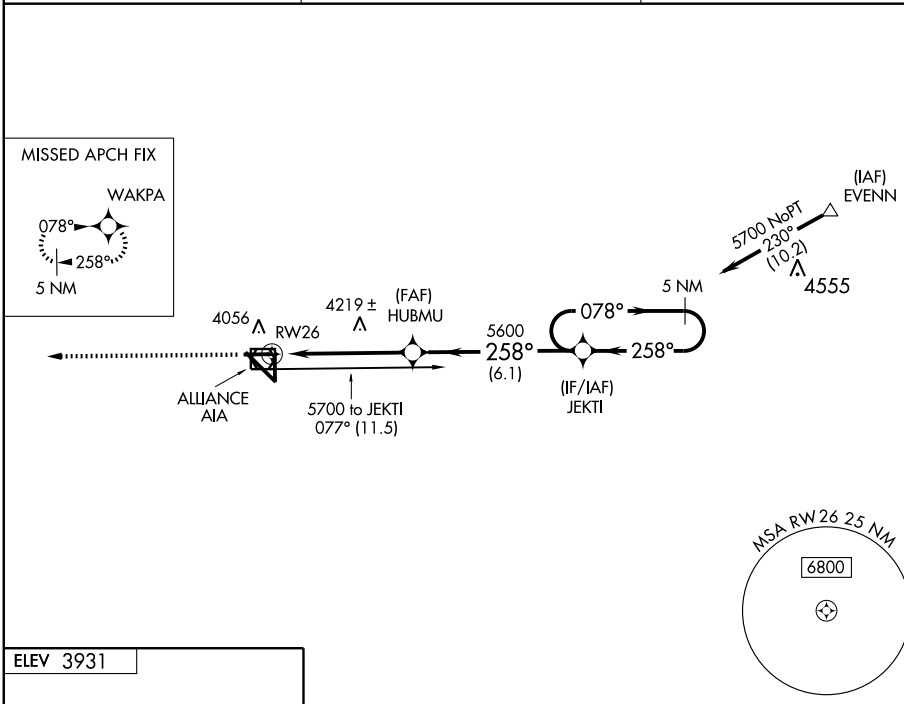
APP CRS	Rwy Idg	6200
258°	TDZE	3927
	Apt Elev	3931

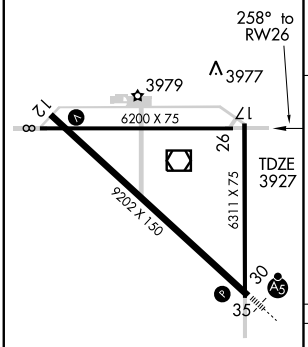
RNAV (GPS) RWY 26
ALLIANCE MUNI (AIA)

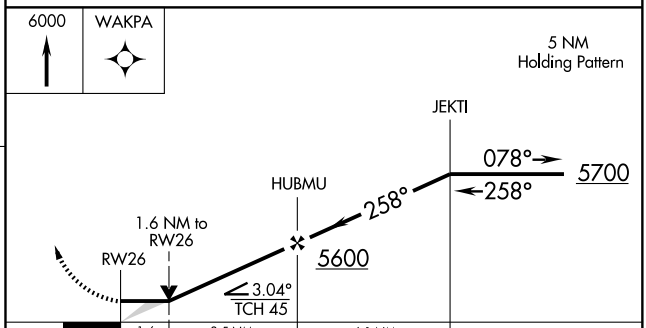
If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAKPA and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4480-1	553 (600-1)	4480-1½ 553 (600-1½)	4480-1¾ 553 (600-1¾)
CIRCLING	4480-1	549 (600-1)	4480-1½ 549 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	9202
CH 82102	303°	TDZE	3927
W30A		Apt Elev	3931

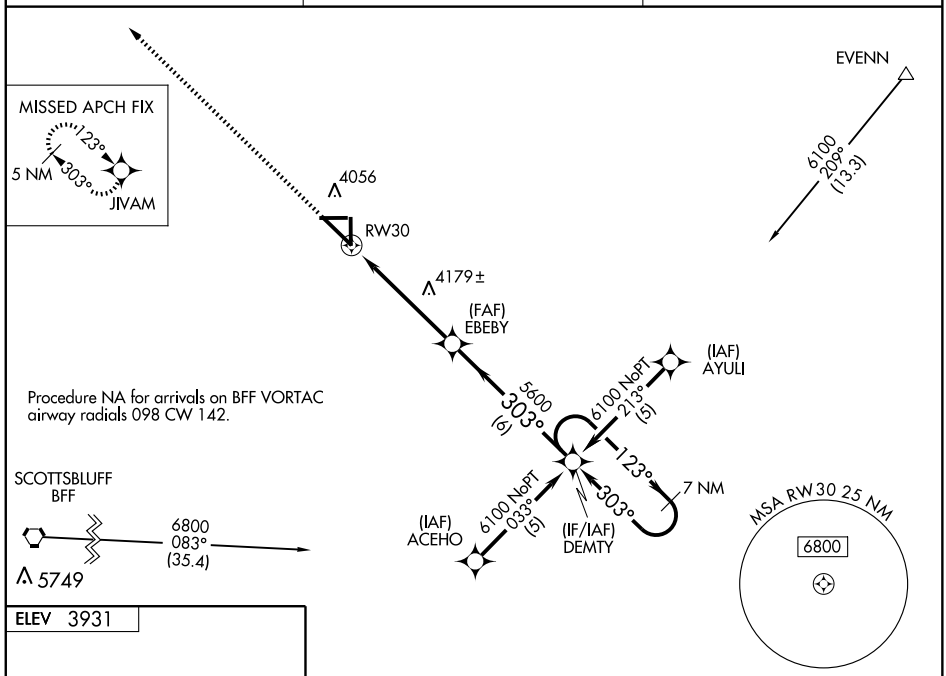
RNAV (GPS) RWY 30
ALLIANCE MUNI (AIA)

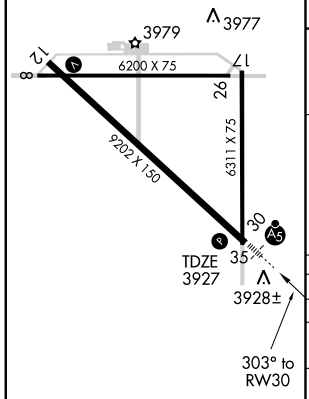
For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats A/B visibility to 1. If local altimeter setting not received, use Scottsbluff altimeter setting and increase DA 91 feet and all MDA 100 feet, S-30 Cat C/D visibility ¼ mile and circling Cat C ¼ mile. Baro-VNAV NA when using Scottsbluff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

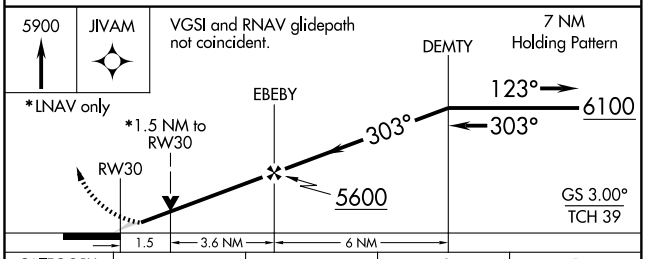
MALSR

MISSED APPROACH: Climb to 5900 direct JIVAM and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4177-¾ 250 (300-¾)			
LNAV/VNAV DA	4178-¾ 251 (300-¾)			
LNAV MDA	4440-¾ 513 (600-¾)		4440-1 513 (600-1)	4440-1¼ 513 (600-1¼)
CIRCLING	4440-1 509 (600-1)		4440-1½ 509 (600-1½)	4500-2 569 (600-2)

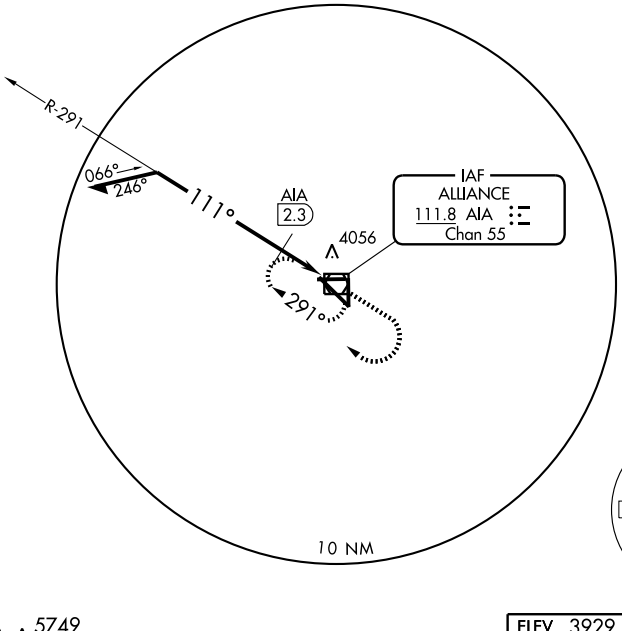
NC-2, 08 APR 2010 to 06 MAY 2010

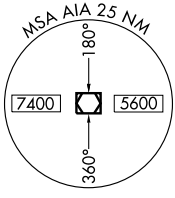
VOR/DME AIA	APP CRS	Rwy Idg	9202
111.8	111°	TDZE	3928
Chan 55		Apt Elev	3929

VOR RWY 12
ALLIANCE MUNI (AIA)

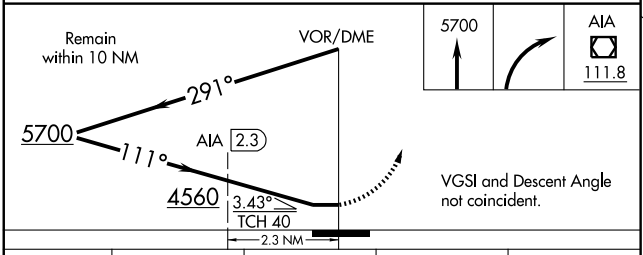
MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L

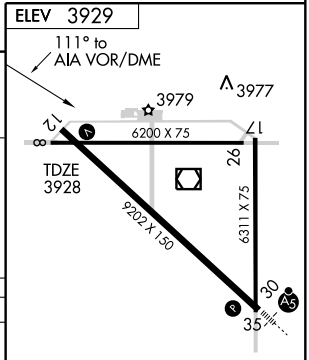




5749 5749



CATEGORY	A	B	C	D
S-12	4560-1 632 (700-1)		4560-1¾ 632 (700-1¾)	4560-2 632 (700-2)
CIRCLING	4560-1 631 (700-1)		4560-1¾ 631 (700-1¾)	4560-2 631 (700-2)
DME MINIMUMS				
S-12	4380-1 452 (500-1)		4380-1¼ 452 (500-1¼)	4380-1½ 452 (500-1½)
CIRCLING	4420-1 491 (500-1)		4420-1½ 491 (500-1½)	4480-2 551 (600-2)



REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME AIA	APP CRS	Rwy Idg	9202
111.8	314°	TDZE	3927
Chan 55		Apt Elev	3931

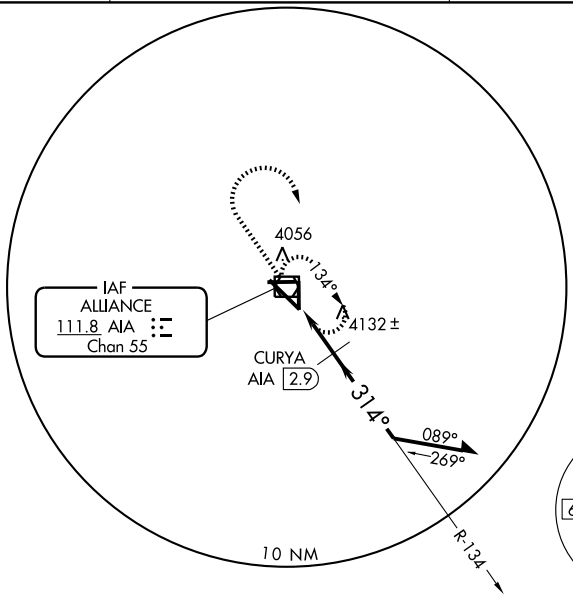
VOR RWY 30
ALLIANCE MUNI (AIA)

⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. For inoperative MALSR, increase S-30 Cats A and B visibility to 1. For inoperative MALSR, increase CURYA fix minimums Cats A and B visibility to 1. VDP NA when using Scottsbluff altimeter setting.

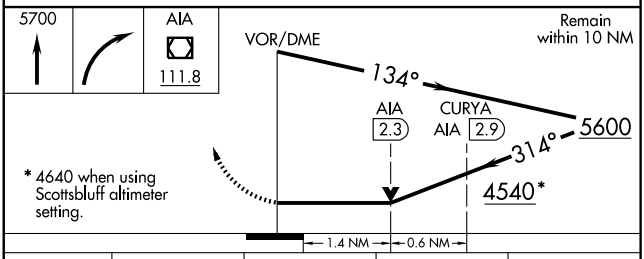
MALSR

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L

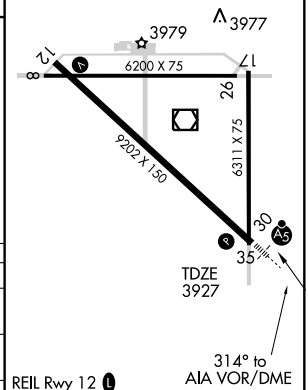


5749 5749



CATEGORY	A	B	C	D
S-30	4540-¾ 613 (700-¾)		4540-1¼ 613 (700-1¼)	4540-1½ 613 (700-1½)
CIRCLING	4540-1 609 (700-1)		4540-1¾ 609 (700-1¾)	4540-2 609 (700-2)
CURYA FIX MINIMUMS				
S-30	4400-¾ 473 (500-¾)			4400-1 473 (500-1)
CIRCLING	4400-1 469 (500-1)		4440-1½ 509 (600-1½)	4500-2 569 (600-2)

ELEV 3931



REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3900
293°	TDZE	2123
	Apt Elev	2128

GPS RWY 29

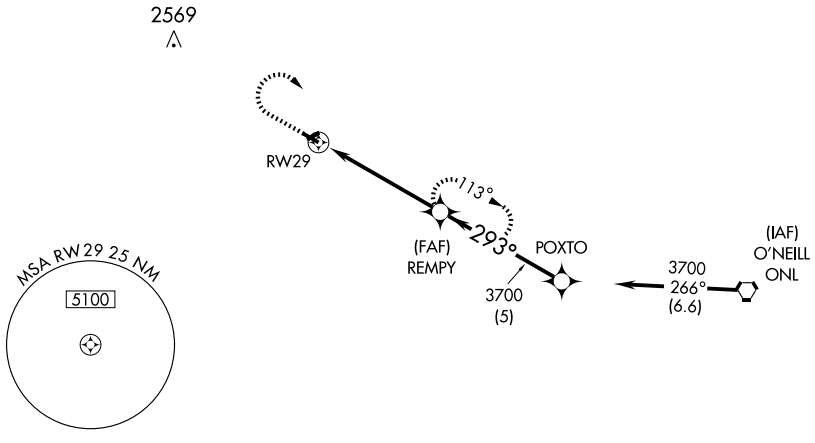
ATKINSON/ STUART-ATKINSON MUNI (8V2)

Use O'Neill altimeter setting.

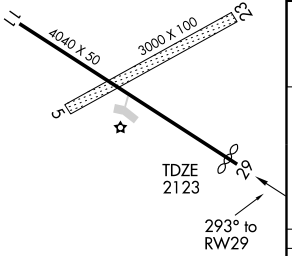
NA

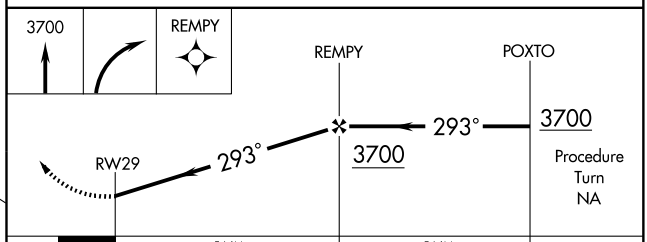
MISSED APPROACH: Climb to 3700 then right turn direct REMPY WP and hold.

MINNEAPOLIS CENTER	CTAF
128.0 385.5	122.9



ELEV 2128 Rwy 29 Idg 3900'





CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

LIRL RWY 11-29

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC ONL 113.9 Chan 86	APP CRS 279°	Rwy Idg 3900 TDZE 2123 Apt Elev 2128

VOR/DME RWY 29

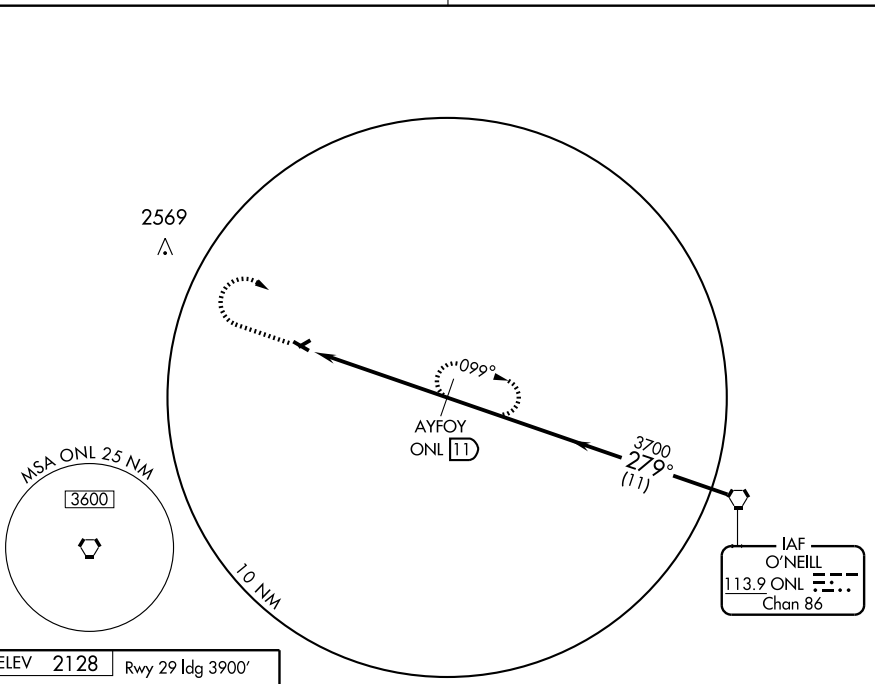
ATKINSON/STUART-ATKINSON MUNI (8V2)

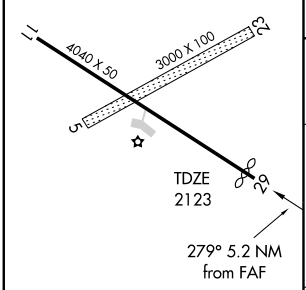
Use O'Neill altimeter setting.

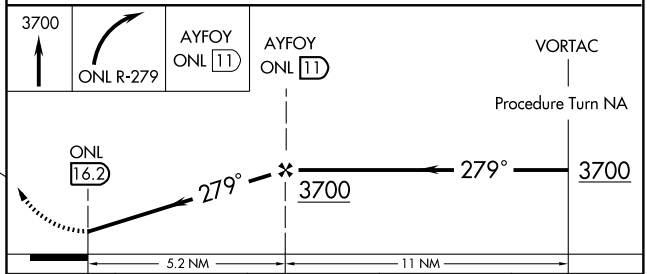
NA

MISSED APPROACH: Climb to 3700 then right turn via ONL R-279 to AYFOY 11 DME and hold.

MINNEAPOLIS CENTER	CTAF
128.0 385.5	122.9







LIRL Rwy 11-29

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4301
CH 77809	163°	TDZE	1803
W16A		Apt Elev	1803

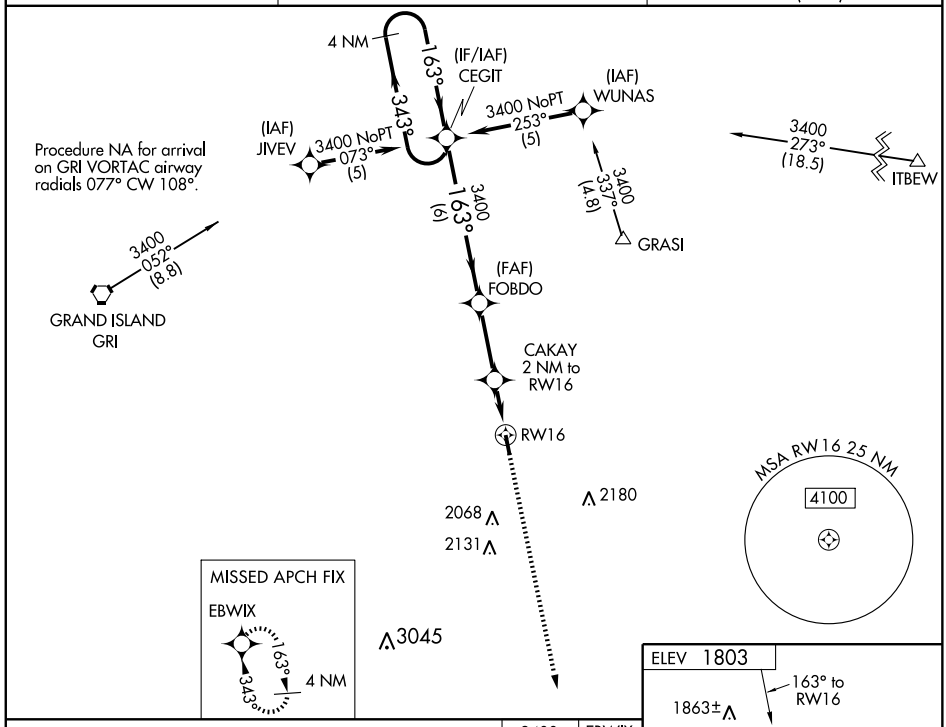
RNAV (GPS) RWY 16

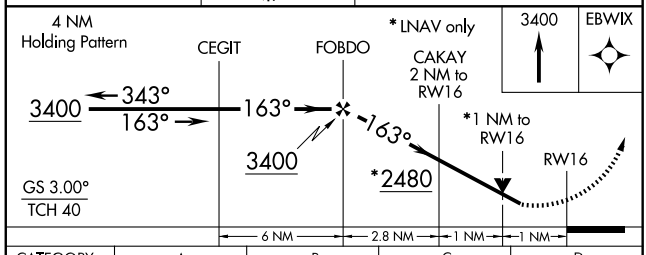
AURORA MUNI-AL POTTER FIELD (AUH)

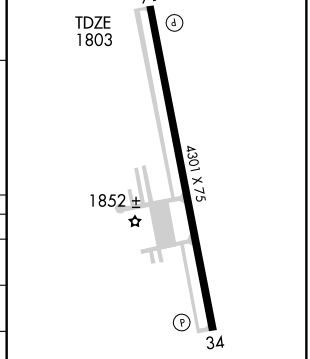
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH: Climb to 3400 direct EBWIX and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2102-1 299 (300-1)		NA	
LNAV/VNAV DA	2133-1¼ 330 (400-1¼)		NA	
LNAV MDA	2160-1 357 (400-1)		NA	
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 87009 W34A	APP CRS 343°	Rwy Idg 4301 TDZE 1801 Apt Elev 1803

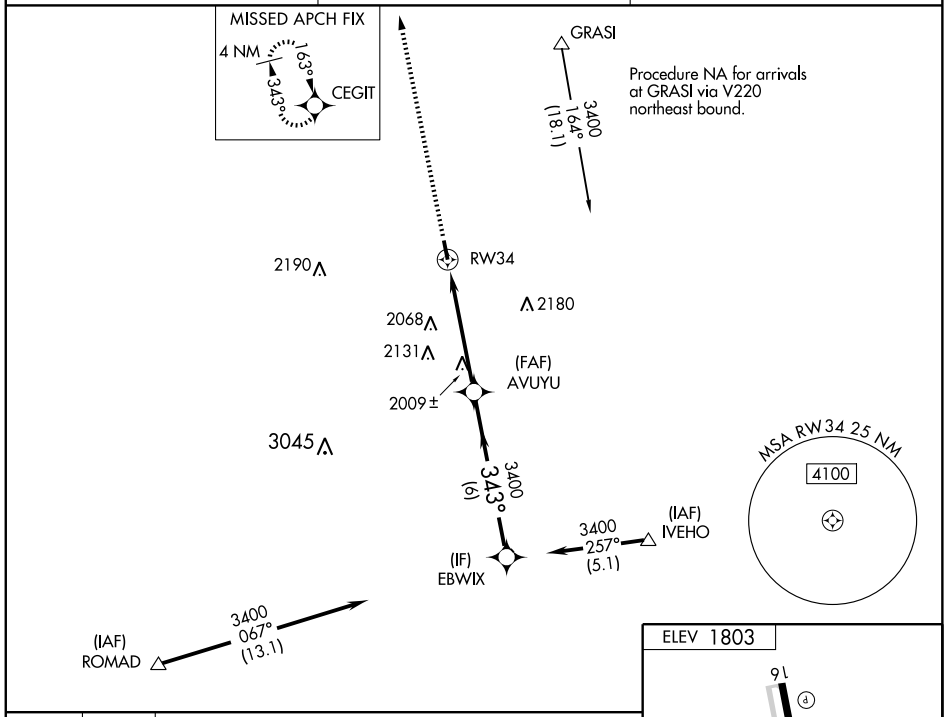
RNAV (GPS) RWY 34

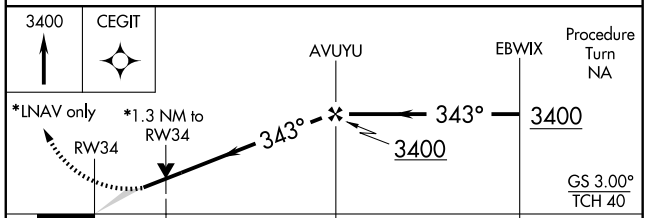
AURORA MUNI-AL POTTER FIELD (AUH)

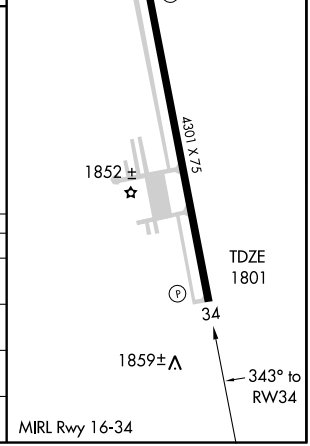
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH: Climb to 3400 direct CEGIT and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2051-1 250 (300-1)		NA	
LNAV/VNAV DA	2129-1¼ 328 (400-1¼)		NA	
LNAV MDA	2260-1 459 (500-1)		NA	
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

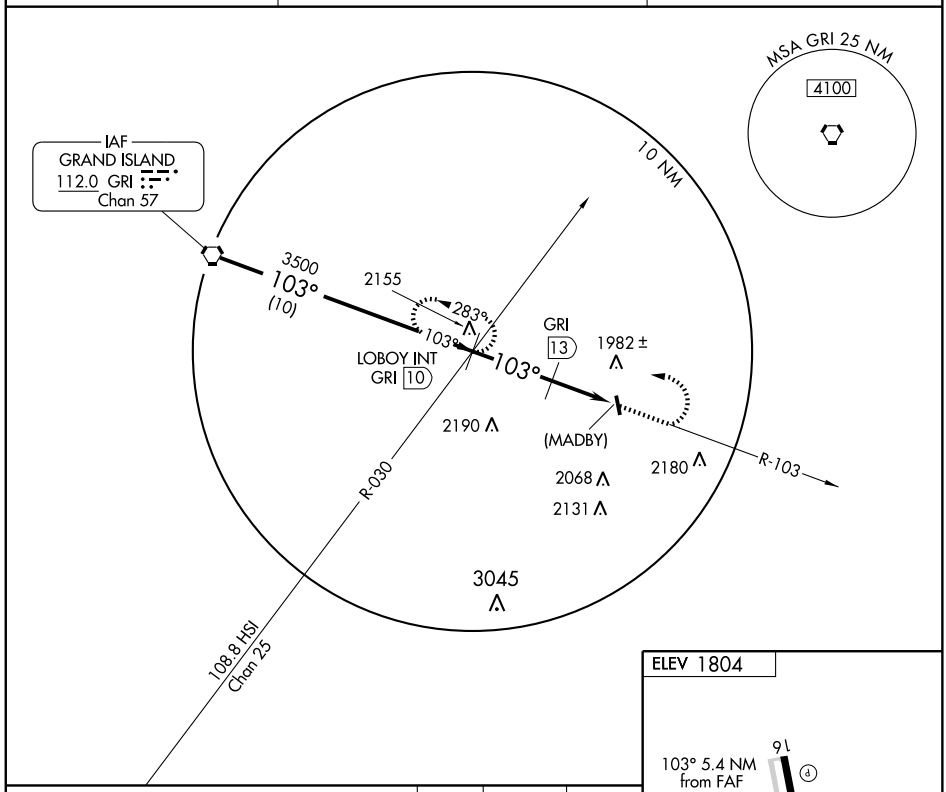
VORTAC GRI 112.0 Chan 57	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 1804

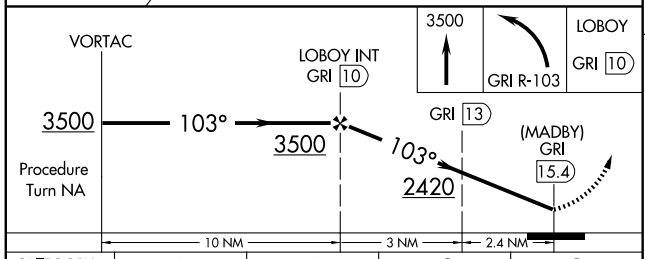
VOR-A

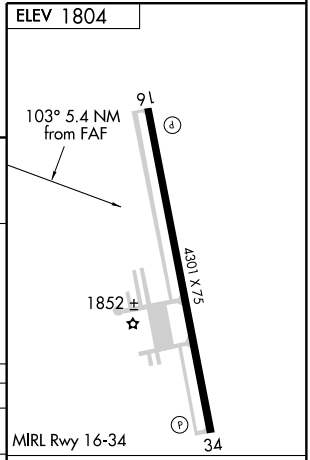
AURORA MUNI-AL POTTER FIELD (AUH)

MISSED APPROACH: Climb to 3500 then left turn via GRI R-103 to LOBOY Int/GRI 10 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2420-1 616 (700-1)		2420-1¾ 616 (700-1¾)	2420-2 616 (700-2)
DME MINIMUMS				
CIRCLING	2300-1 496 (500-1)	2340-1 536 (600-1)	2340-1½ 536 (600-1½)	2360-2 556 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

NDB RBE	APP CRS	Rwy Idg	4699
341	305°	TDZE	2349
		Apt Elev	2349

NDB RWY 31

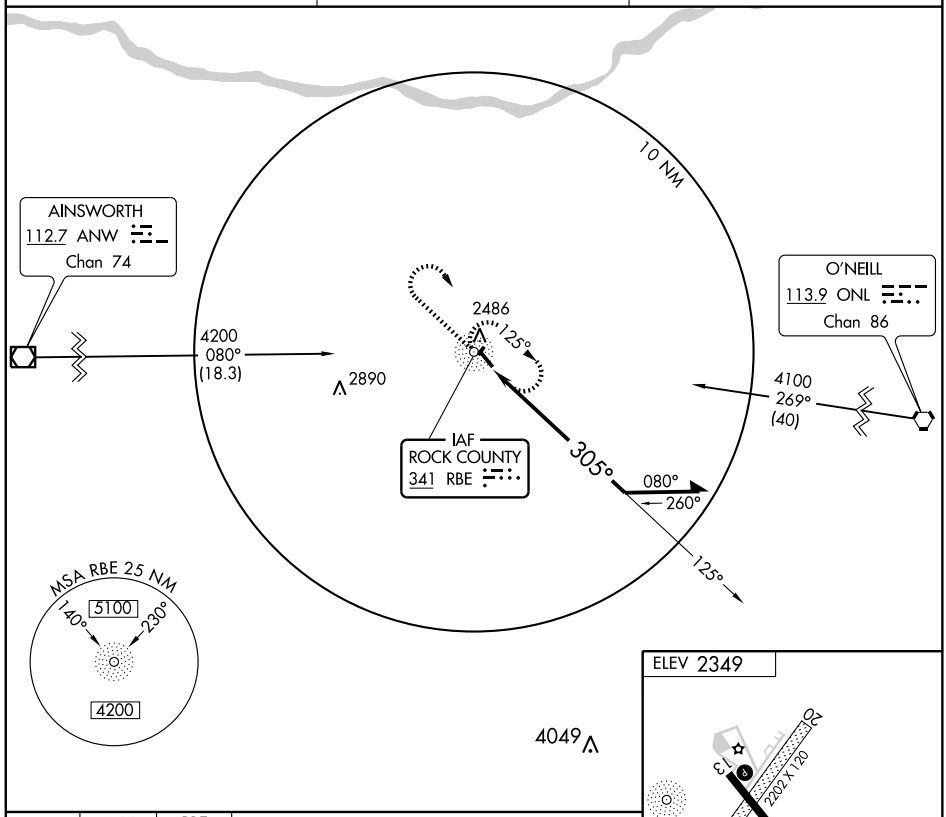
BASSETT/ROCK COUNTY (RBE)

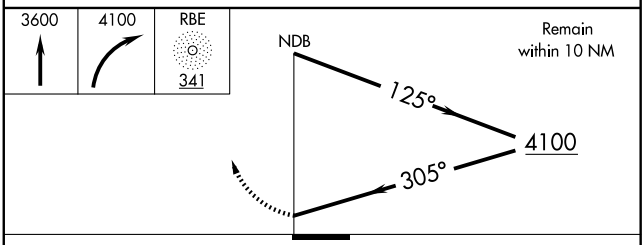
Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 2-20. When VGSI inoperative, Circling Rwy 13 NA at night.

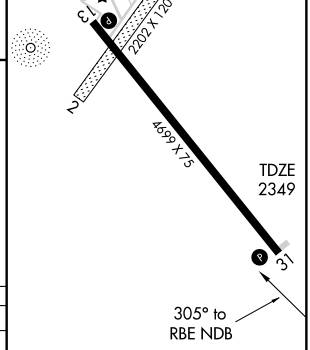
NA

MISSED APPROACH: Climb to 3600 then climbing right turn to 4100 direct RBE NDB and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L







CATEGORY	A	B	C	D
S-31	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	
CIRCLING	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	

MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13

BASSETT/ROCK COUNTY (RBE)

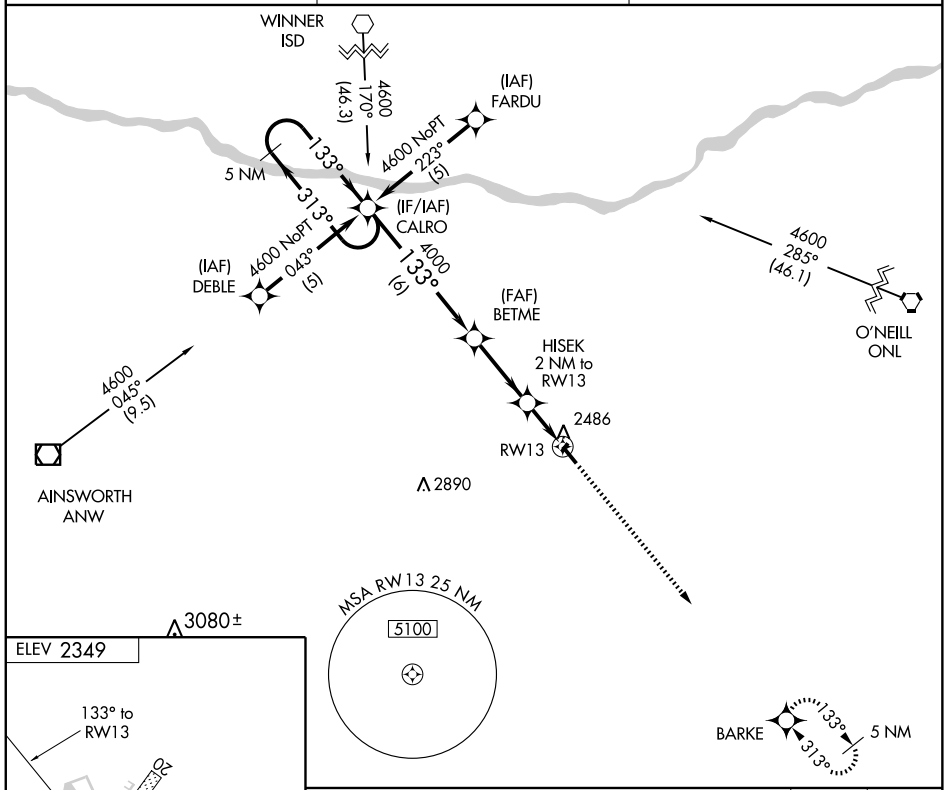
WAAS	APP CRS	Rwy Idg	4699
CH 86817	133°	TDZE	2348
W13A		Apt Elev	2349

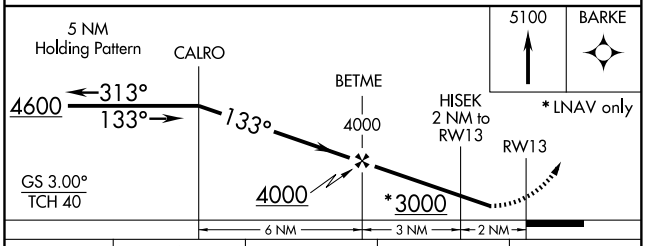
When VGSI inoperative, Straight-In/Circling Rwy 13 procedure NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Circling NA to Rwy 2-20.

NA

MISSED APPROACH: Climb to 5100 direct BARKE and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L





CATEGORY	A	B	C	D
LPV DA	2675-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	2863-1¾	515 (600-1¾)	NA	
LNAV MDA	2880-1	532 (600-1)	NA	
CIRCLING	2920-1	571 (600-1)	NA	

MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4699
CH 69317	313°	TDZE	2349
W31A		Apt Elev	2349

RNAV (GPS) RWY 31

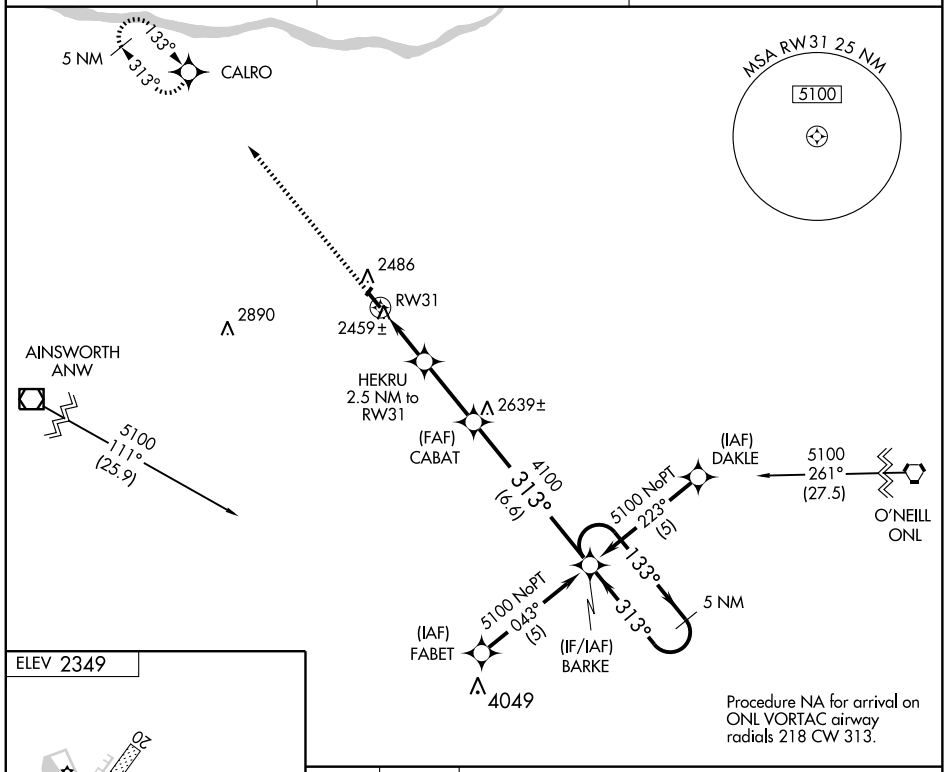
BASSETT/ROCK COUNTY (RBE)

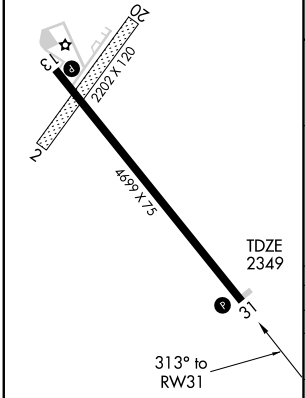
When VGSI inoperative, Circling Rwy 13 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet. Circling NA to Rwy 2-20.

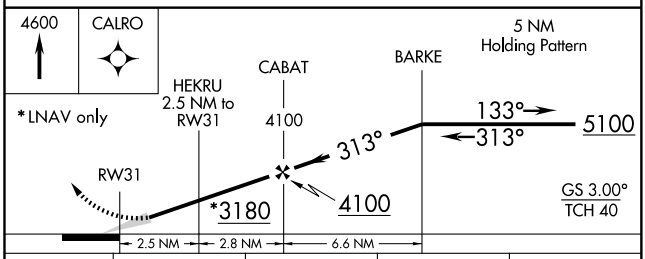
NA

MISSED APPROACH: Climb to 4600 direct CALRO and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L







CATEGORY	A	B	C	D
LPV DA	2676-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	2806-1¾	457 (500-1¾)	NA	
LNAV MDA	2840-1	491 (500-1)	NA	
CIRCLING	2920-1	571 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

BEATRICE, NEBRASKA

APP CRS	Rwy Idg	4401
136°	TDZE	1319
	Apt Elev	1324

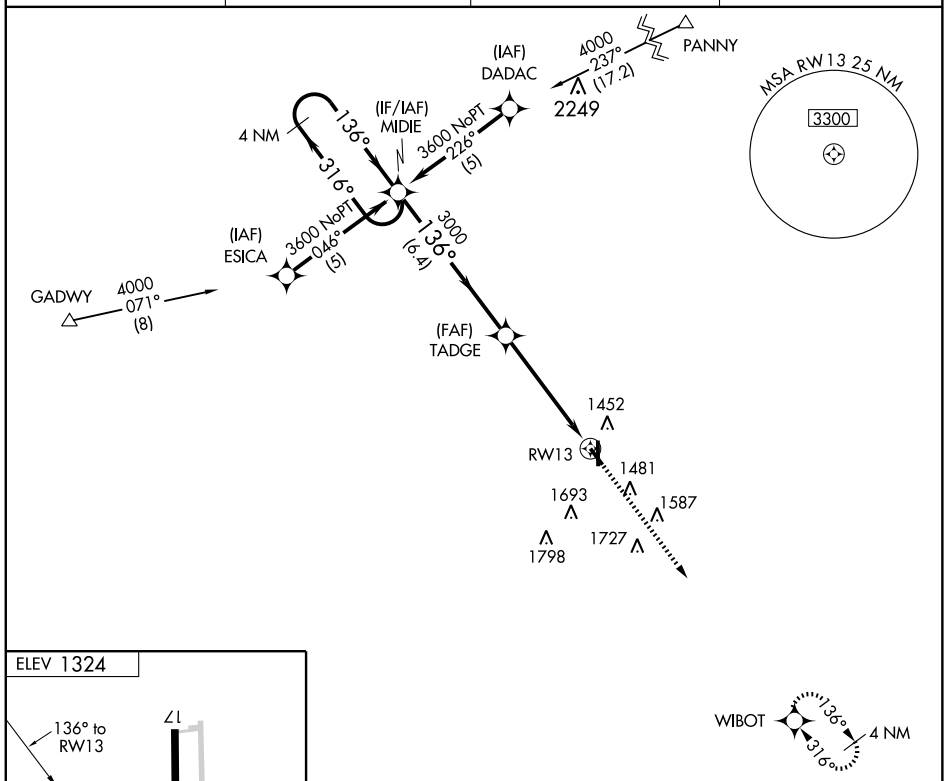
AL-936 (FAA)

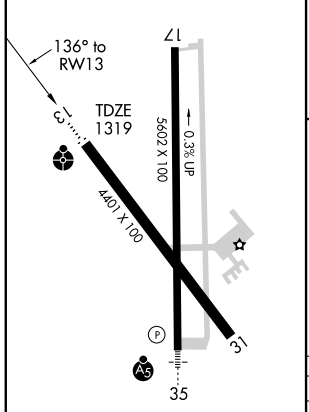
RNAV (GPS) RWY 13

BEATRICE MUNI (BIE)

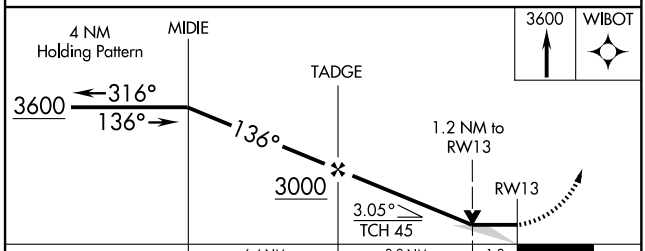
NA	ODALS	MISSED APPROACH: Climb to 3600 direct WIBOT WP and hold.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat C.		

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) L





MIRL Rwys 13-31
and 17-35
REIL Rwy 31



CATEGORY	A	B	C	D
LNAV MDA	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

BEATRICE, NEBRASKA

AL-936 (FAA)

APP CRS	Rwy Idg	5602
173°	TDZE	1324
	Apt Elev	1324

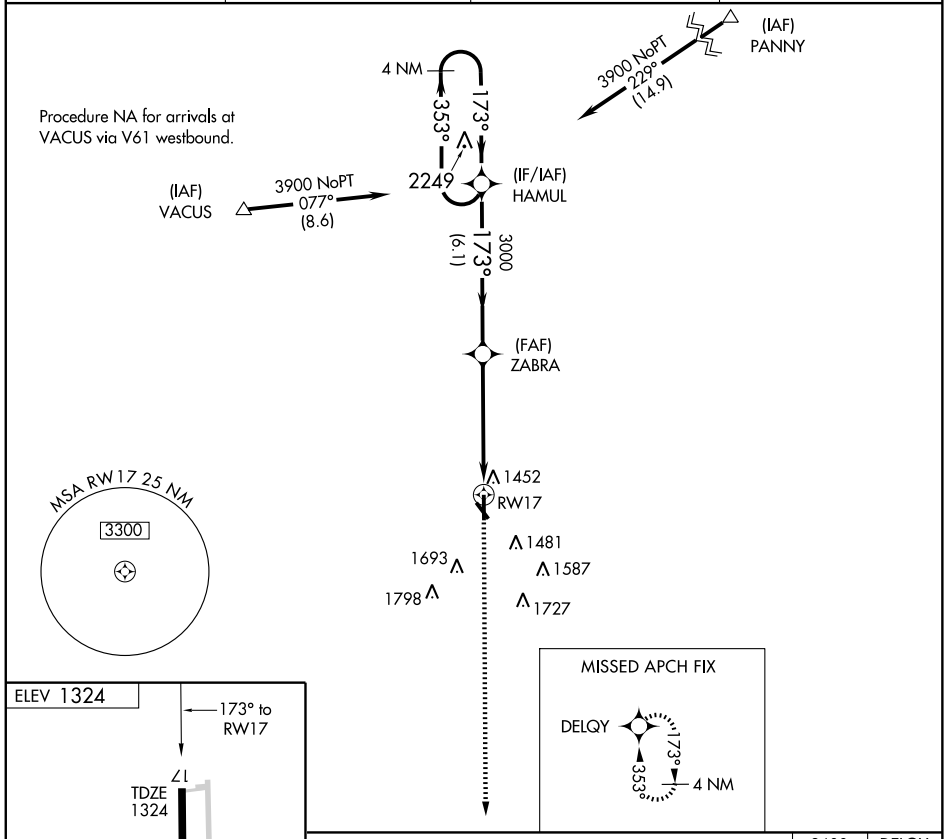
RNAV (GPS) RWY 17

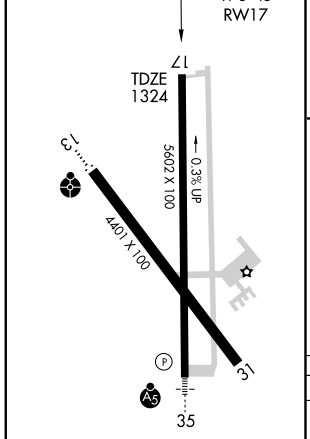
BEATRICE MUNI (BIE)

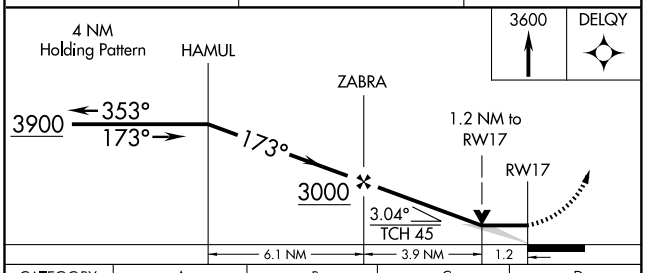
⚠ If local altimeter setting not received, use Lincoln altimeter settting and increase all MDAs 100 feet. VDP NA when using Lincoln altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct DELQY and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

BEATRICE, NEBRASKA

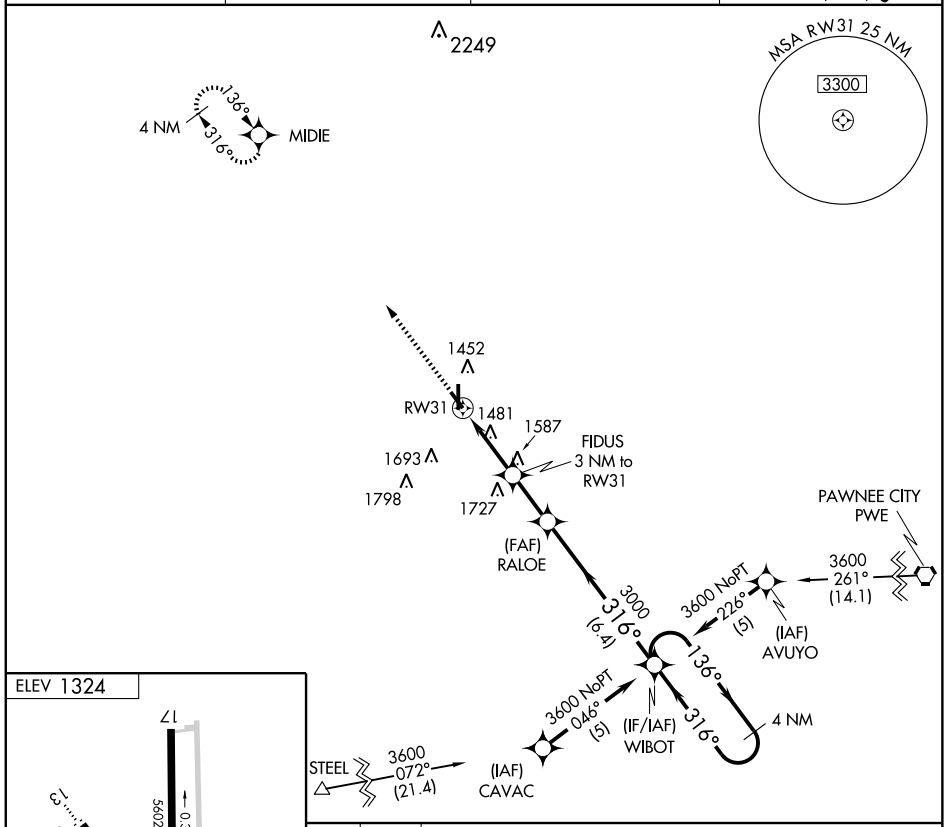
APP CRS	Rwy Idg	4401
316°	TDZE	1311
	Apt Elev	1324

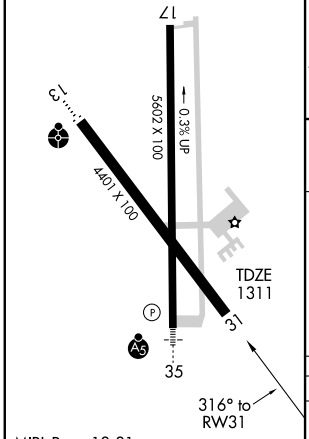
AL-936 (FAA)

RNAV (GPS) RWY 31

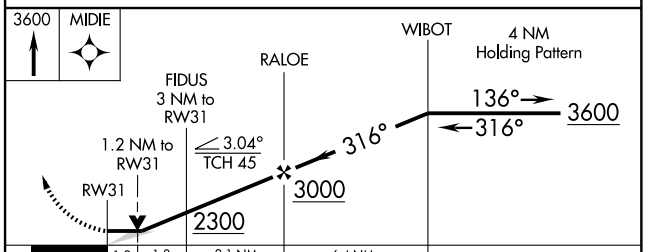
BEATRICE MUNI (BIE)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3600 direct MIDIE WP and hold.	
AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)





MIRL Rwys 13-31
and 17-35
REIL Rwy 31



CATEGORY	A	B	C	D
LNAV MDA	1740-1 429 (500-1)		1740-1¼ 429 (500-1¼)	1740-1½ 429 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5602
CH 61099	353°	TDZE	1307
W35A		Apt Elev	1324

RNAV (GPS) RWY 35

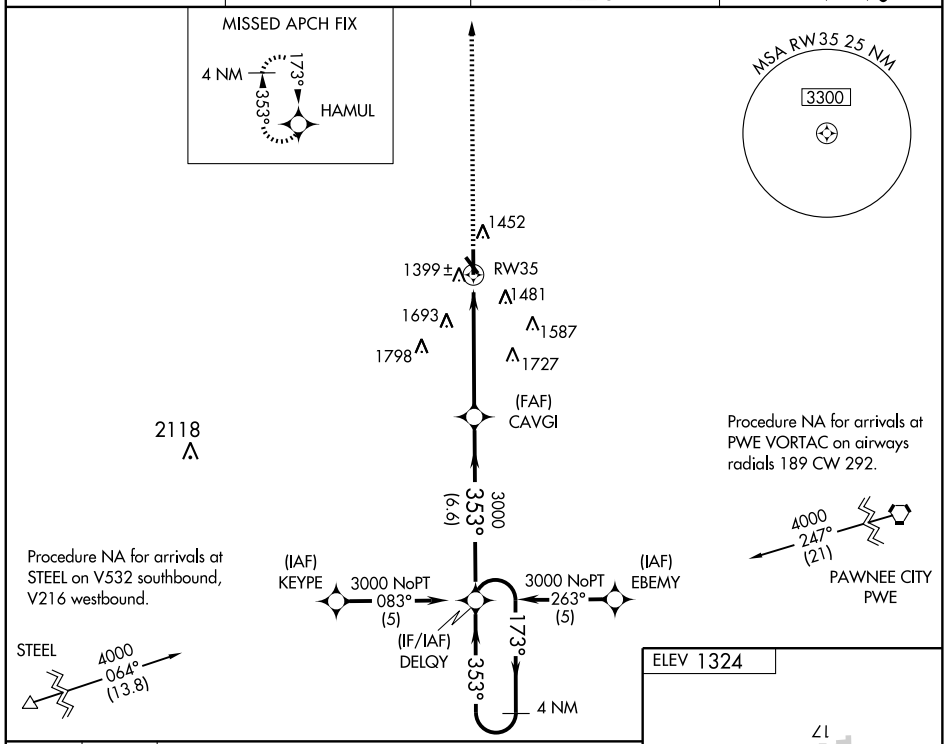
BEATRICE MUNI (BIE)

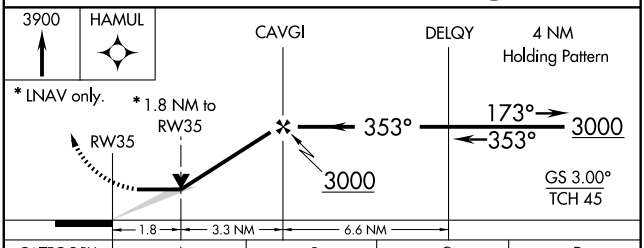
⚠ If local altimeter setting not received, use Lincoln altimeter setting and increase all DAs/MDAs 100 feet. DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (3°F). BARO-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV Cat A/B visibility to 1.

MALSR

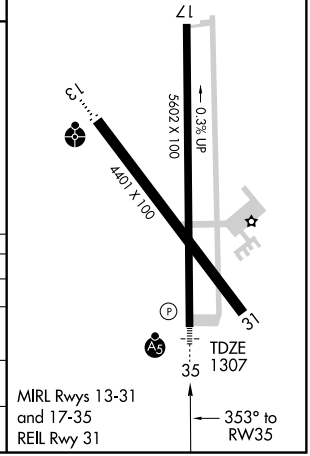
MISSED APPROACH: Climb to 3900 direct HAMUL and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1557-¾ 250 (300-¾)			
LNAV/VNAV DA	1796-1¼ 489 (500-1¼)			
LNAV MDA	1920-¾ 613 (700-¾)		1920-1¼ 613 (700-1¼)	1920-1½ 613 (700-1½)
CIRCLING	1920-1¾ 596 (600-1¾)			2060-2¼ 736 (800-2¼)



NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME BIE	APP CRS	Rwy Idg	4401
110.6	133°	TDZE	1319
Chan 43		Apt Elev	1324

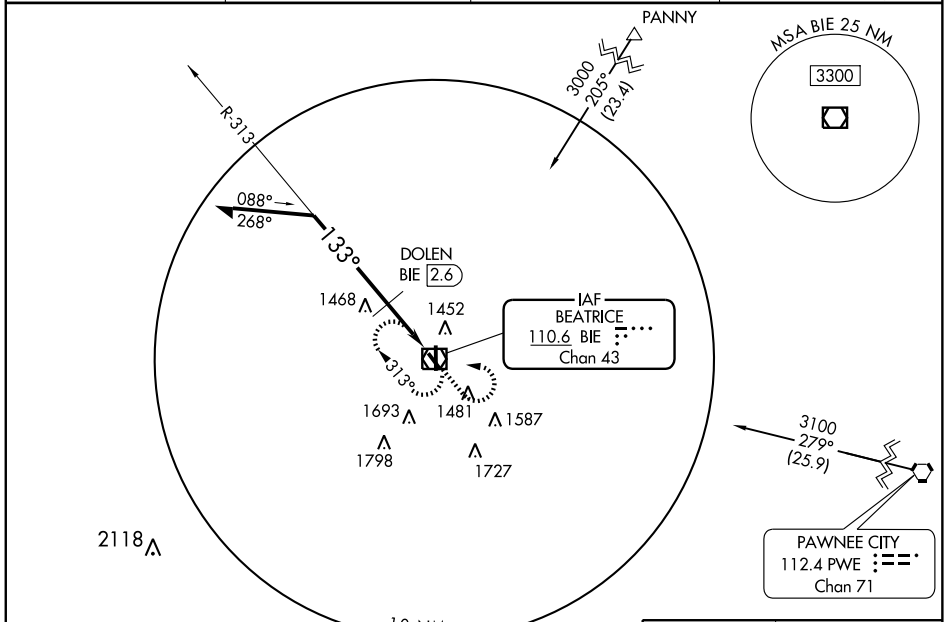
VOR RWY 13
BEATRICE MUNI (BIE)

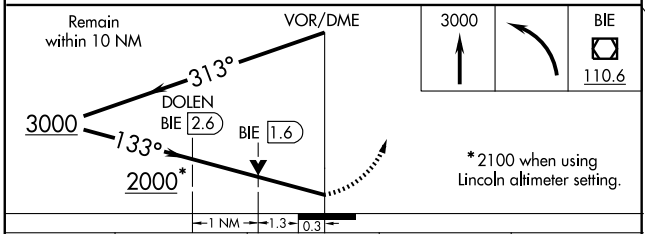
Inoperative table does not apply to S-13 Cat C. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-13 Cat B ½ mile and Cats C and D ¼ mile and circling Cats B and C ¼ mile and Cat D ½ mile, DOLEN fix minimums S-13 Cat C and D ¼ mile, and circling Cat D ½ mile. VDP NA when using Lincoln altimeter setting. Inoperative table does not apply to S-13 Cat B/C, and DOLEN fix minimums S-13 Cat C when using Lincoln altimeter setting.

ODALS

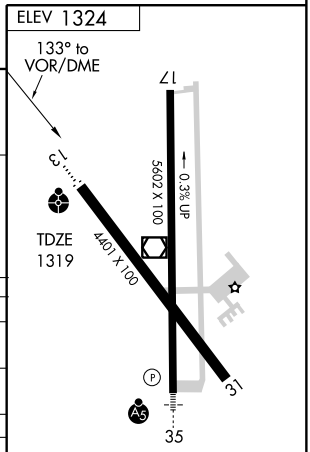
MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	2000-¾ 681 (700-¾)		2000-2 681 (700-2)	2000-2¼ 681 (700-2¼)
CIRCLING	2000-1 676 (700-1)		2000-2 676 (700-2)	2060-2¼ 736 (800-2¼)
DOLEN FIX MINIMUMS				
S-13	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



NC-2. 08 APR 2010 to 06 MAY 2010

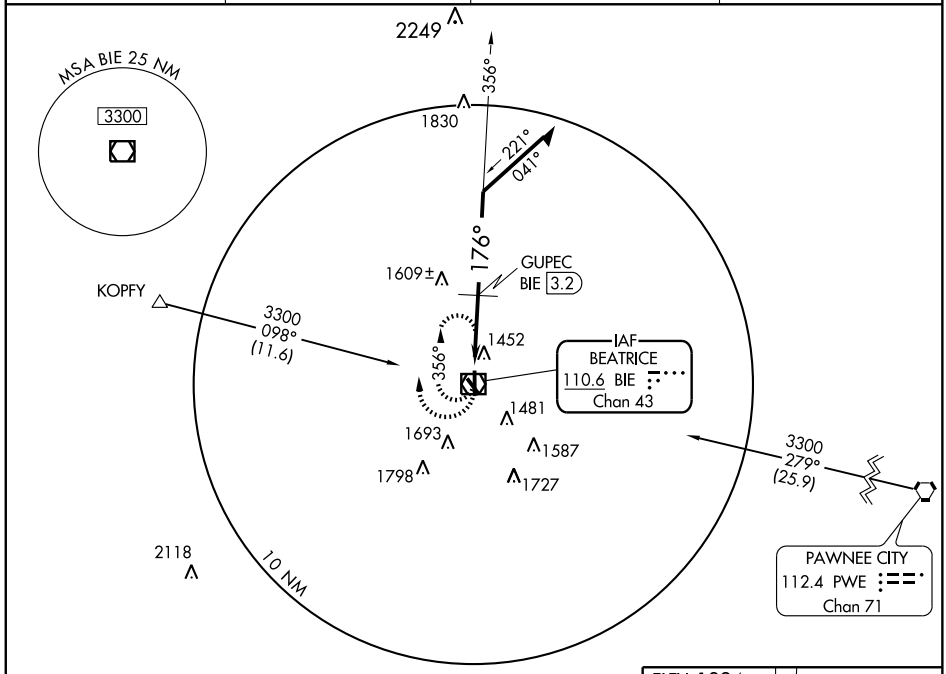
VOR/DME BIE	APP CRS	Rwy Idg	5602
110.6	176°	TDZE	1324
Chan 43		Apt Elev	1324

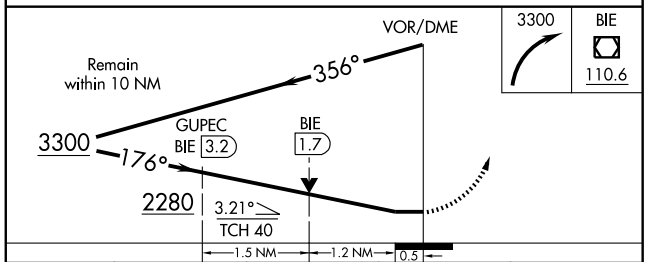
VOR RWY 17
BEATRICE MUNI (BIE)

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3300 in BIE VOR/DME holding pattern.

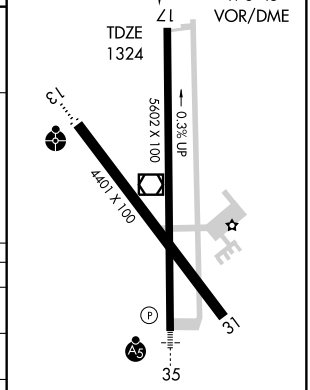
AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3 956 (1000-3)	
CIRCLING	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3 956 (1000-3)	

GUPEC FIX MINIMUMS			
S-17	1760-1 436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1 496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



REIL Rwy 31
MIRL Rwys 13-31 and 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME BIE	APP CRS	Rwy Idg	5602
110.6	345°	TDZE	1307
Chan 43		Apt Elev	1324

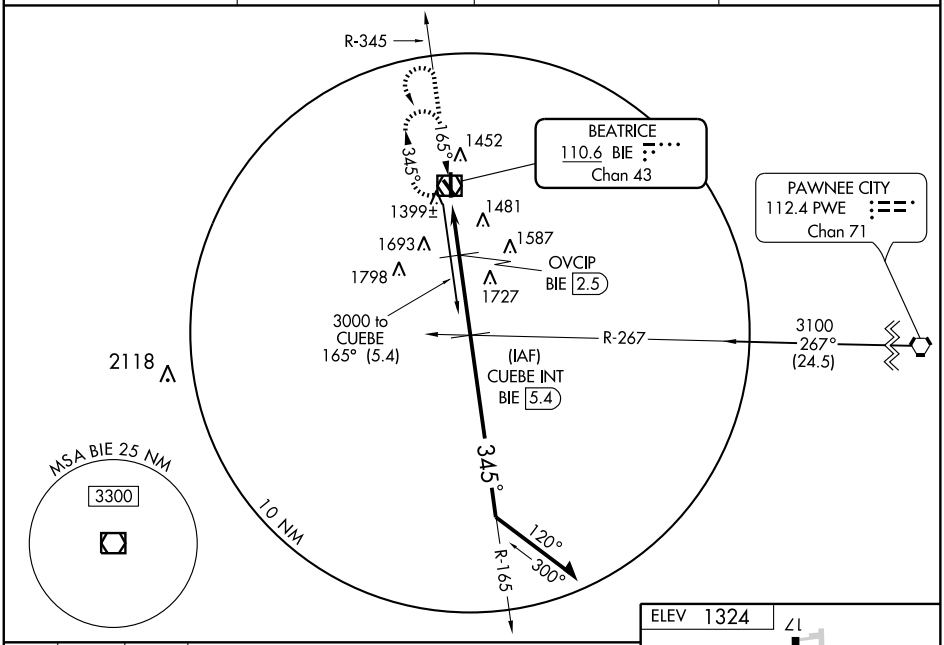
VOR RWY 35
BEATRICE MUNI (BIE)

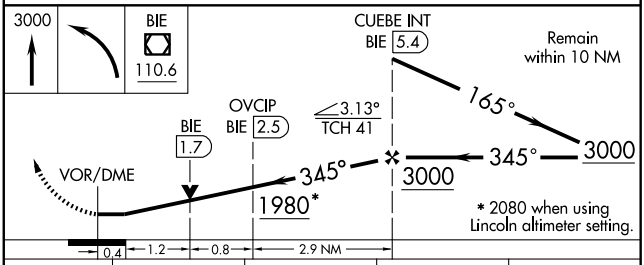
For inoperative MALSR, increase S-35 Cats A and B visibility to 1. When local altimeter setting not recieved, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-35 Cats C and D ¼ mile, circling Cats B and C ¼ mile and Cat D ½ mile, OVCIP fix minimums S-35 Cats C and D ¼ mile, circling Cat D ½ mile. OVCIP fix minimums: for inoperative MALSR, increase S-35 Cats A/B visibility to 1. For inoperative MALSR when using Lincoln altimeter setting, increase S-35 Cat A/B and OVCIP fix minimums Cat A/B visibility to 1.

MALSR

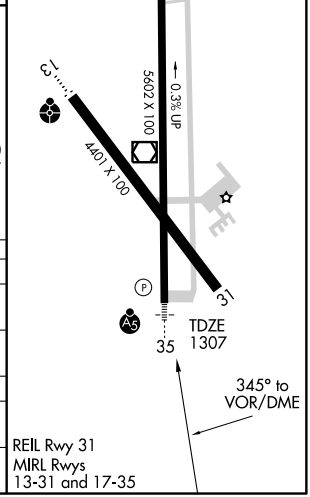
MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF)





CATEGORY	A	B	C	D
S-35	1980-¾ 673 (700-¾)		1980-1½ 673 (700-1½)	1980-1¾ 673 (700-1¾)
CIRCLING	1980-1 656 (700-1)		1980-2 656 (700-2)	2060-2¼ 736 (800-2¼)
OVCIP FIX MINIMUMS				
S-35	1740-¾ 433 (500-¾)			1740-1 433 (500-1)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



NC-2. 08 APR 2010 to 06 MAY 2010

BLAIR, NEBRASKA

AL-10376 (FAA)

RNAV (GPS) RWY 13

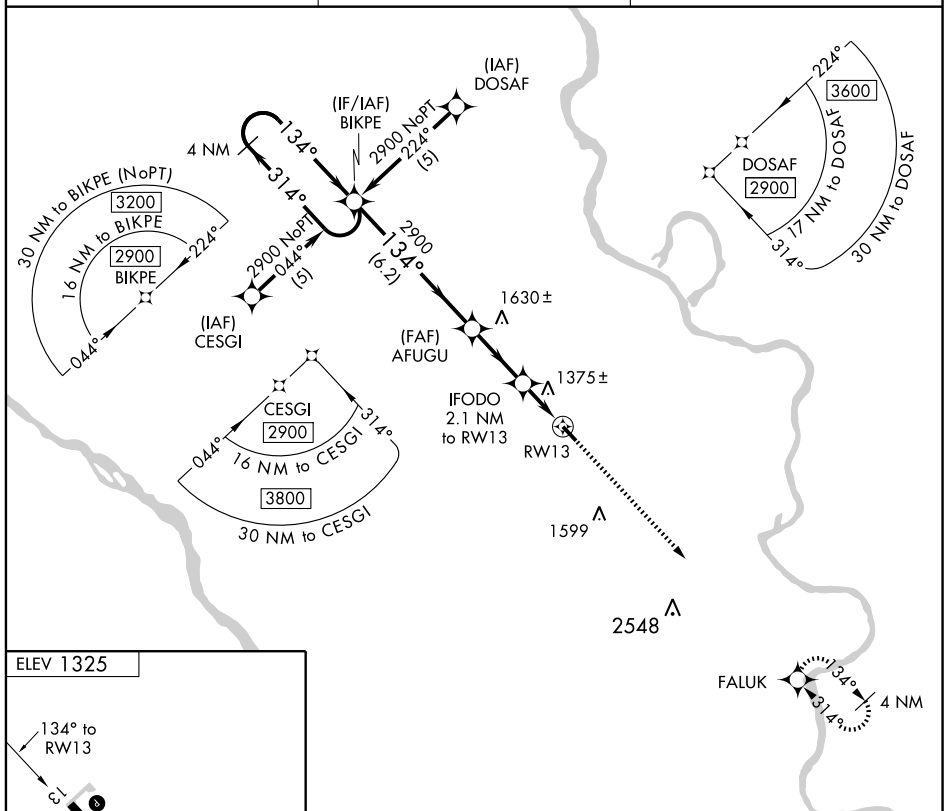
BLAIR MUNI (BTA)

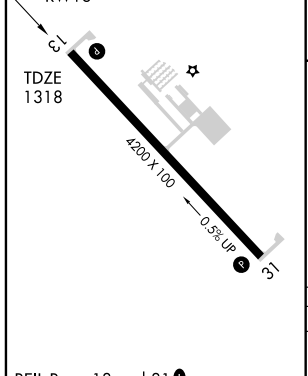
APP CRS	Rwy Idg	4200
134°	TDZE	1318
	Apt Elev	1325

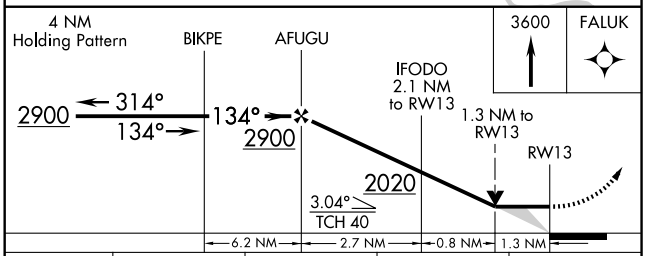
DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3600 direct FALUK and hold.

AWOS-3	OMAHA APP CON	CTAF
120.225	120.1 354.05	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1780-1 462 (500-1)		NA	
CIRCLING	1780-1 455 (500-1)		NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
314°	TDZE	1314
	Apt Elev	1325

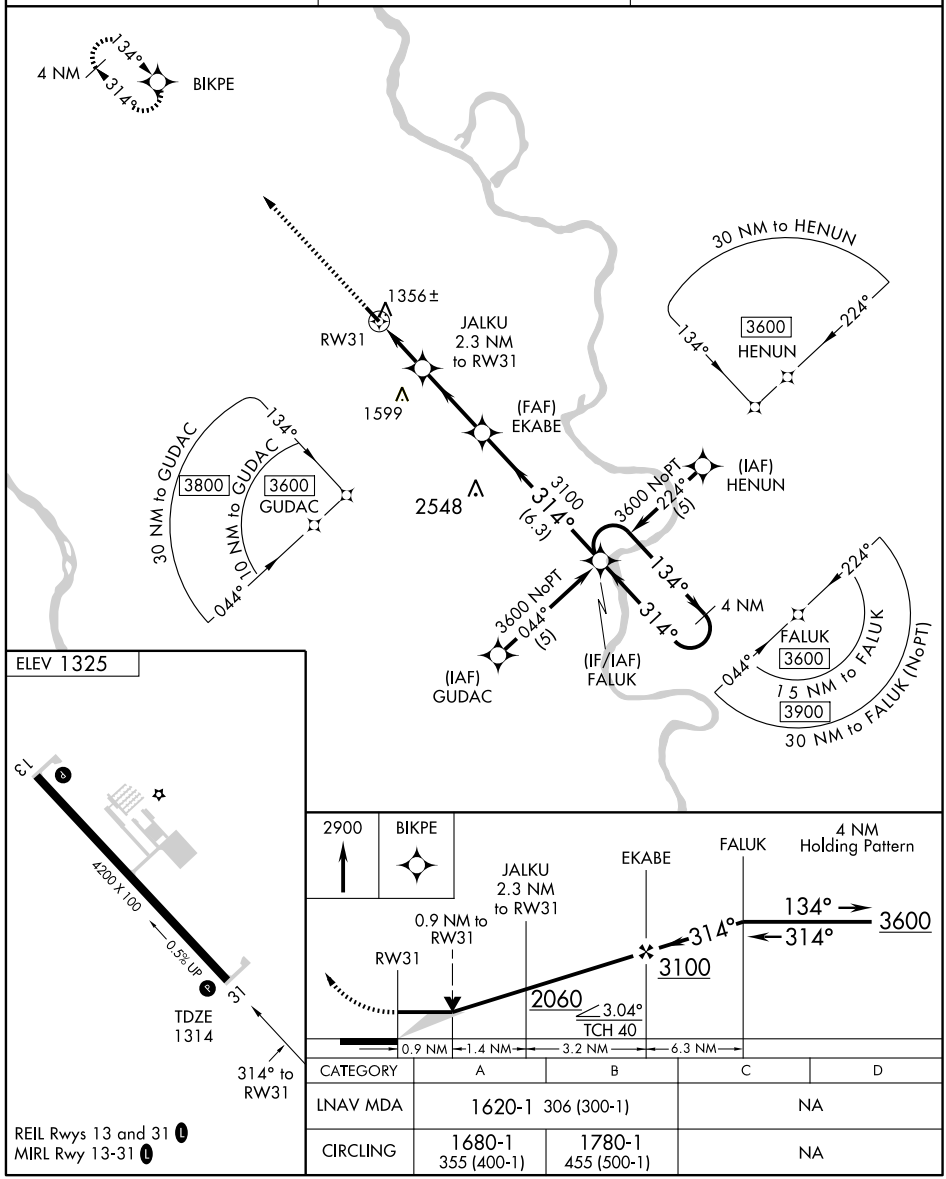
RNAV (GPS) RWY 31

BLAIR MUNI (BTA)

DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900 direct BIKPE and hold.

AWOS-3	COLUMBUS CENTER	CTAF
120.225	120.1 354.05	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1620-1 306 (300-1)		NA	
CIRCLING	1680-1 355 (400-1)	1780-1 455 (500-1)	NA	

WAAS	APP CRS	Rwy Idg	4203
CH 72609	141°	TDZE	2547
W14A		Apt Elev	2547

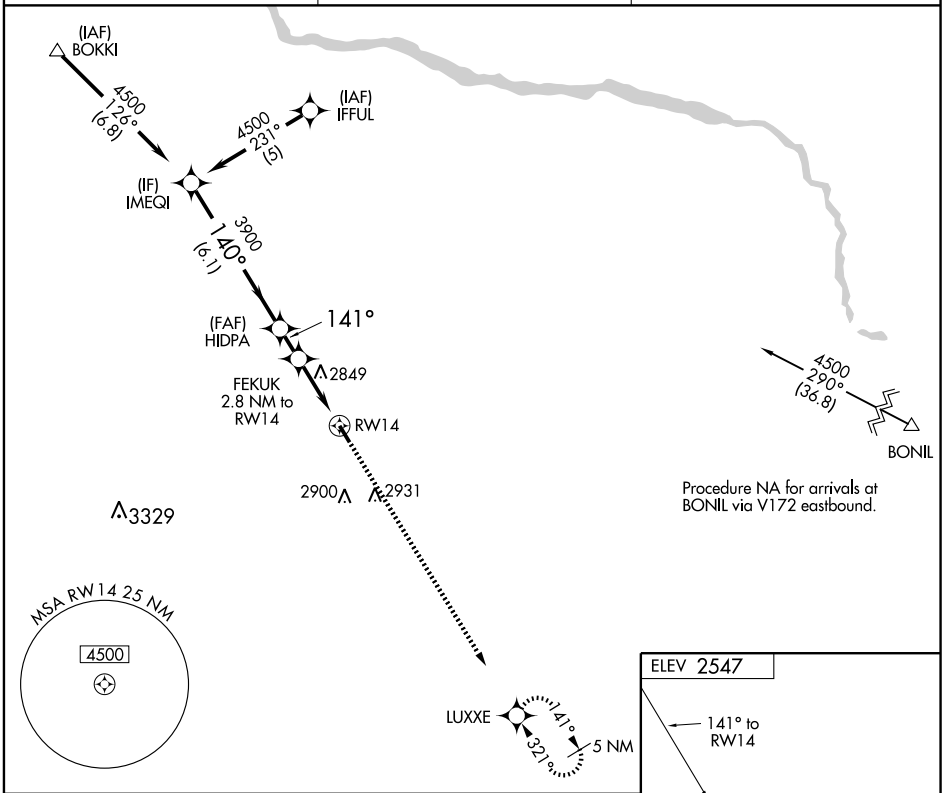
RNAV (GPS) RWY 14

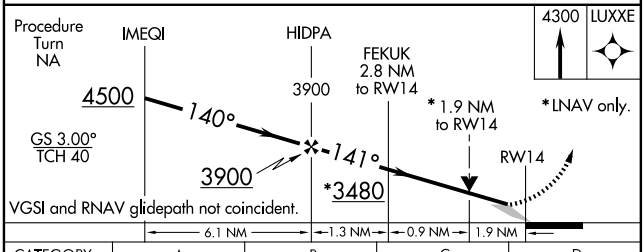
BROKEN BOW MUNI (BBW)

When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV and circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

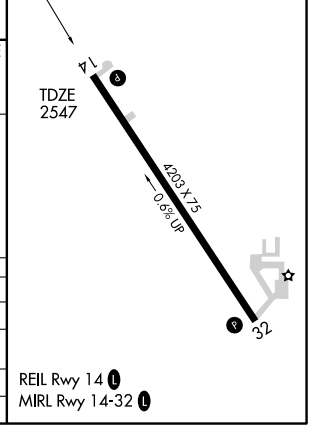
MISSED APPROACH: Climb to 4300 direct LUXXE and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2802-1	255 (300-1)	NA	
LNAV/VNAV DA	3192-2¼	645 (700-2¼)	NA	
LNAV MDA	3180-1	633 (700-1)	NA	
CIRCLING	3180-1	633 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4203
CH 97409	321°	TDZE	2534
W32A		Apt Elev	2547

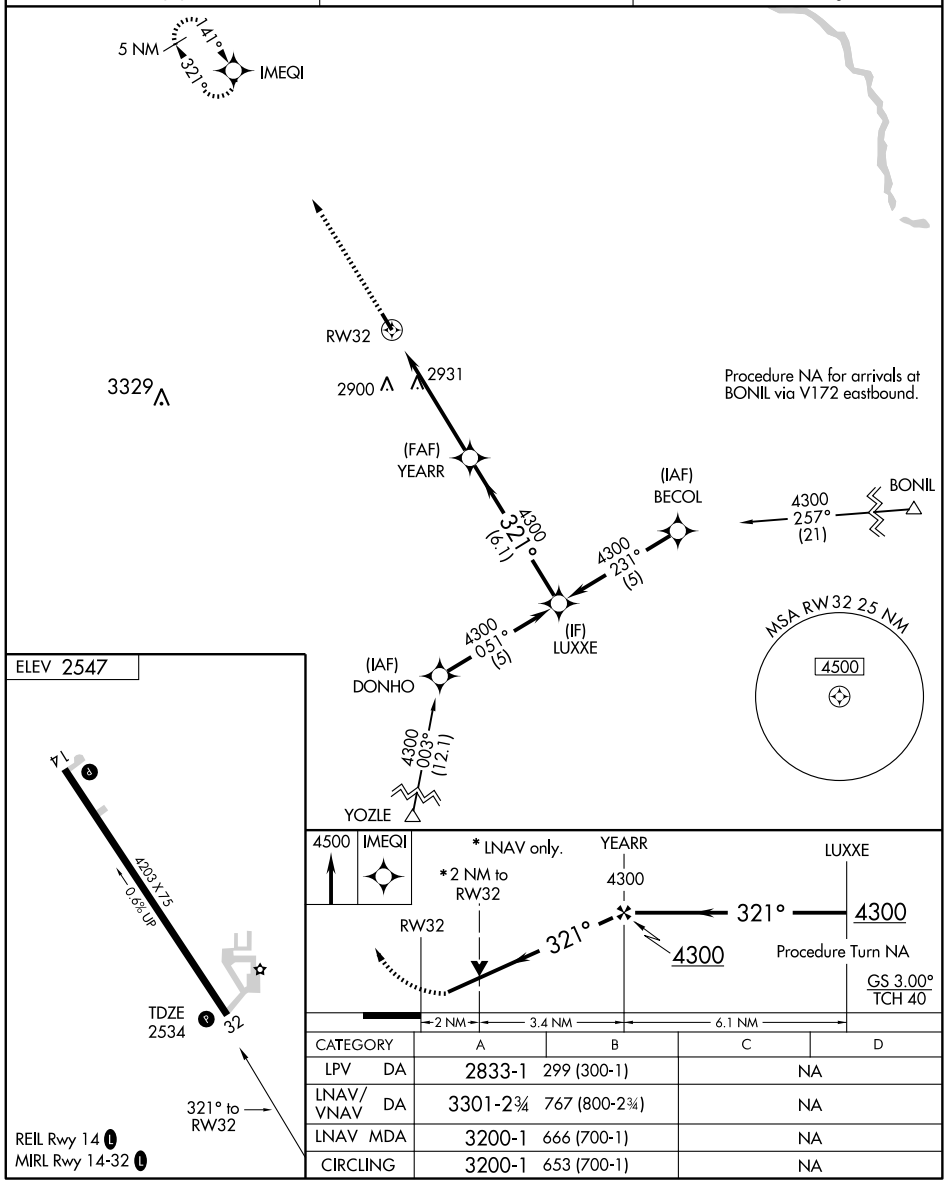
RNAV (GPS) RWY 32

BROKEN BOW MUNI (BBW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ¾ mile, increase LNAV/VNAV all Cats visibility 1¼ mile, increase LNAV and Circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct IMEQI and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	2833-1	299 (300-1)	NA	
LNAV/VNAV DA	3301-2¾	767 (800-2¾)	NA	
LNAV MDA	3200-1	666 (700-1)	NA	
CIRCLING	3200-1	653 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	316°	TDZE	2534
Chan 19		Apt Elev	2547

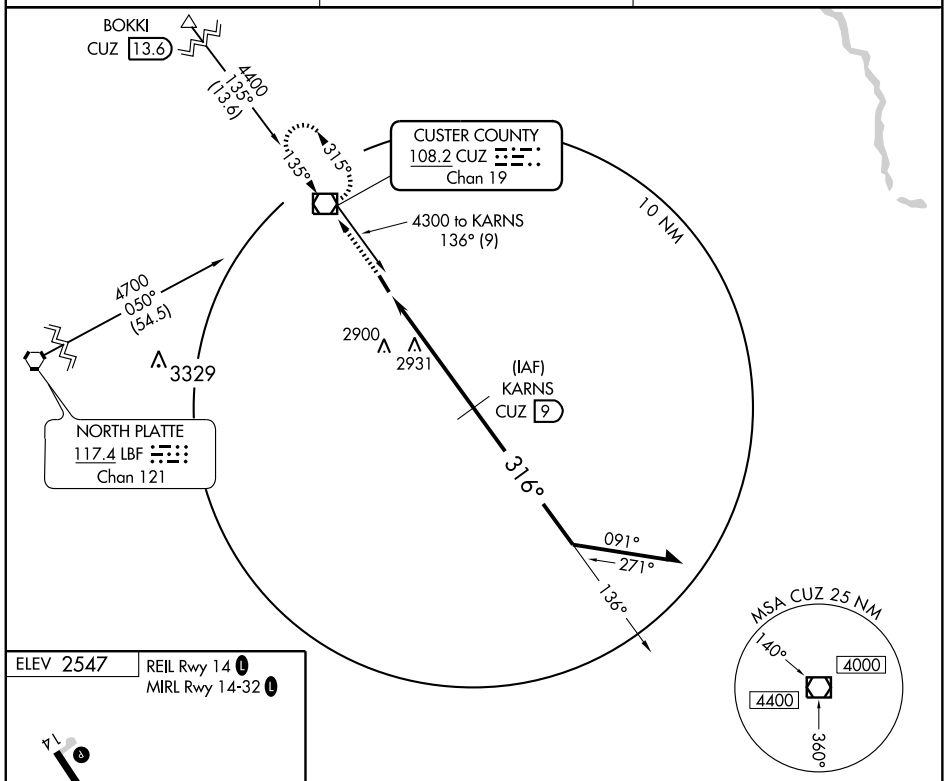
VOR/DME RWY 32

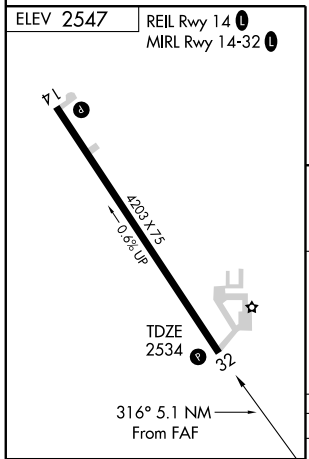
BROKEN BOW MUNI (BBW)

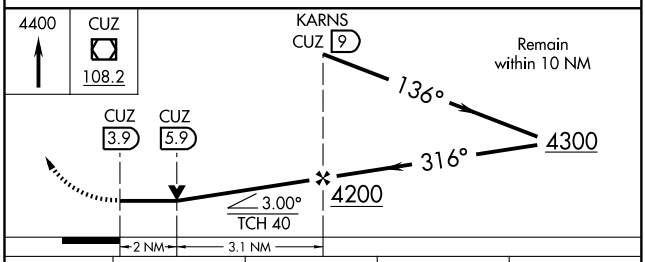
When local altimeter setting not received; use North Platte Rgnl altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1¼ miles, and Circling Cat B visibility to 1¼ miles. VDP NA when using North Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 direct CUZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-32	3200-1	666 (700-1)	NA	
CIRCLING	3200-1	653 (700-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

BROKEN BOW, NEBRASKA

AL-5766 (FAA)

VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	135°	TDZE	2547
Chan 19		Apt Elev	2547

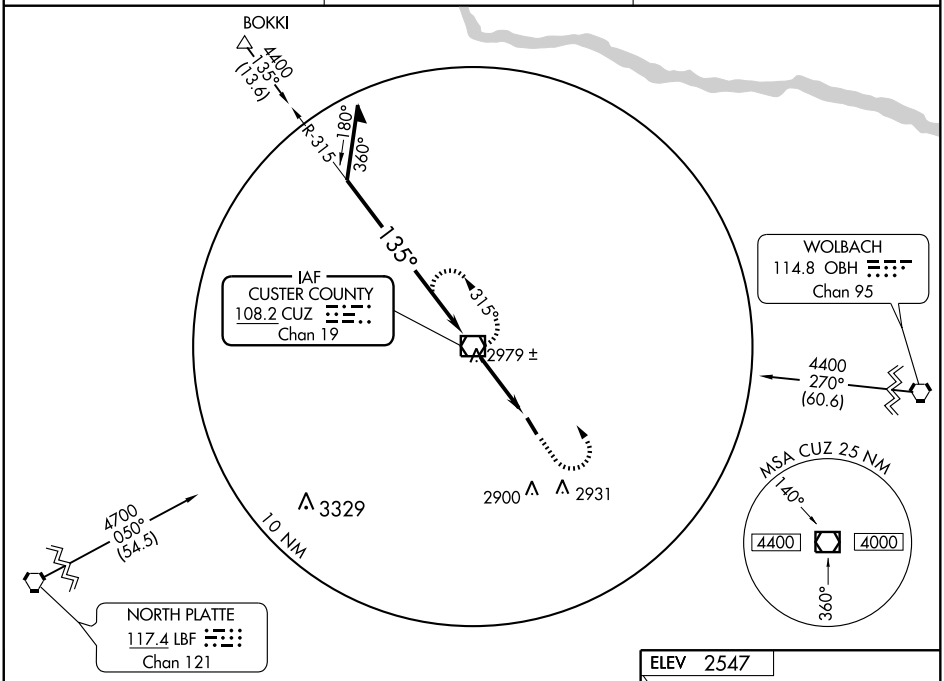
VOR RWY 14

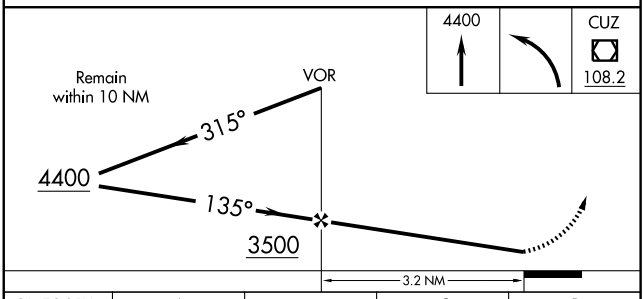
BROKEN BOW MUNI (BBW)

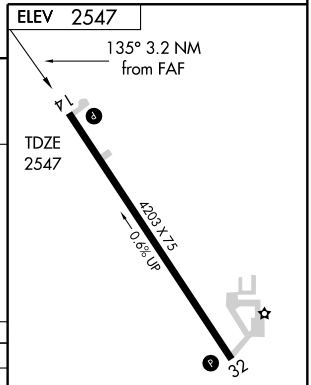
When local altimeter setting not received; use North Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 then left turn direct CUZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L







REIL Rwy 14 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	3240-1 693 (700-1)		NA	
CIRCLING	3280-1 733 (800-1)		NA	
NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS				
S-14	3380-1 833 (900-1)	3380-1¼ 833 (900-1¼)	NA	
CIRCLING	3440-1¼ 893 (900-1¼)		NA	

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
332°	Rwy Idg	3212
	TDZE	2181
	Apt Elev	2181

GPS RWY 33

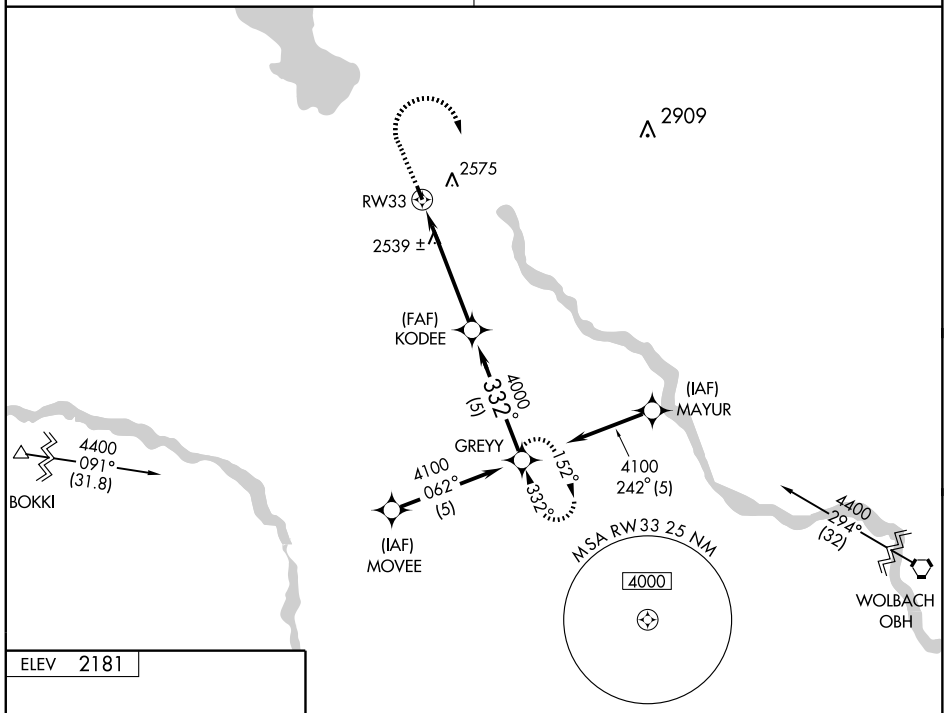
BURWELL/CRAM FIELD (BUB)

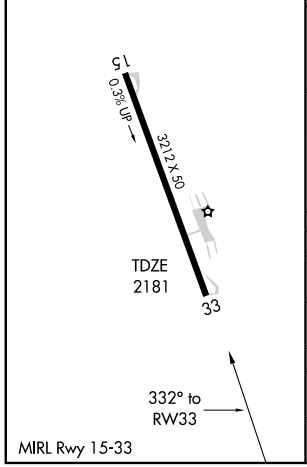
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

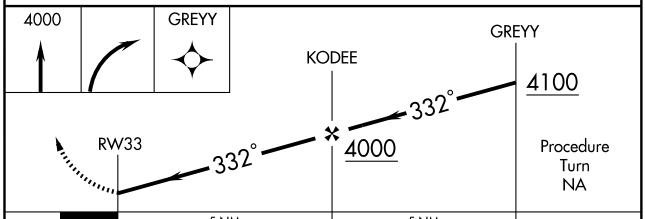
⚠ NA

MISSED APPROACH: Climb to 4000 then right turn direct GREYY WP and hold.

DENVER CENTER	CTAF
132.7 397.85	122.9







CATEGORY	A	B	C	D
S-33	2840-1 659 (700-1)		NA	
CIRCLING	2840-1 659 (700-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-33	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	3120-1¼ 939 (1000-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB BUB 377	APP CRS 144°	Rwy Idg 3212 TDZE 2181 Apt Elev 2181

NDB RWY 15

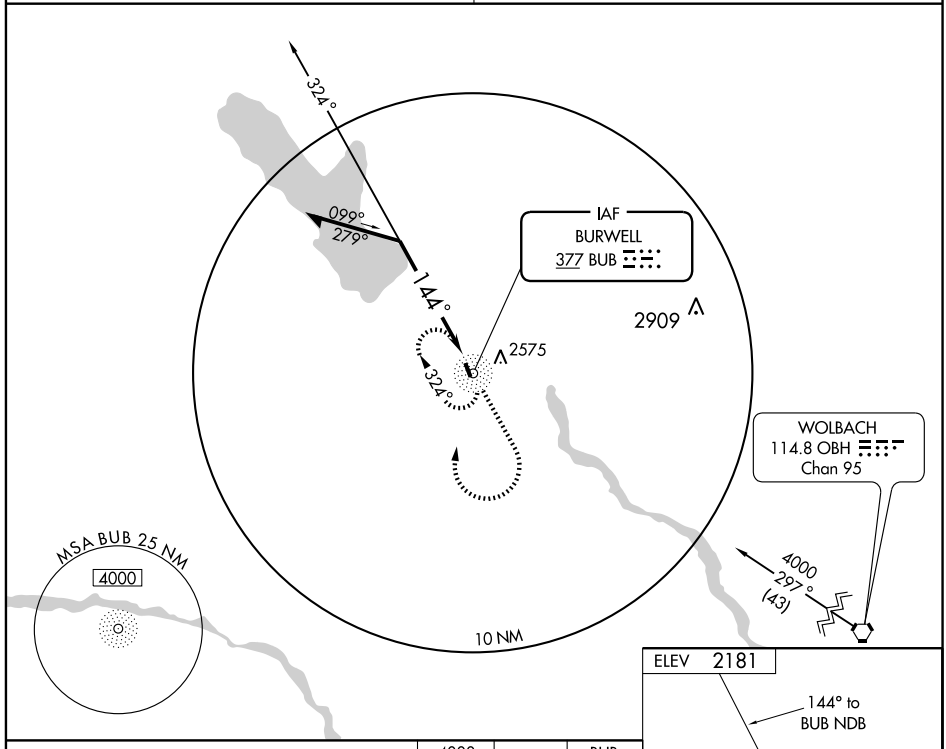
BURWELL/CRAM FIELD (BUB)

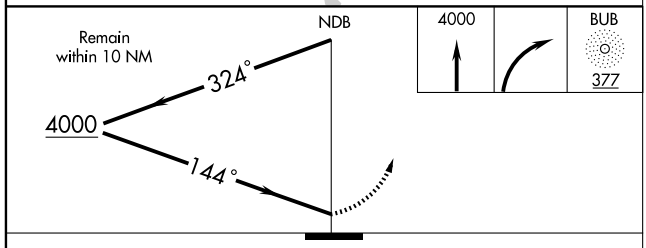
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

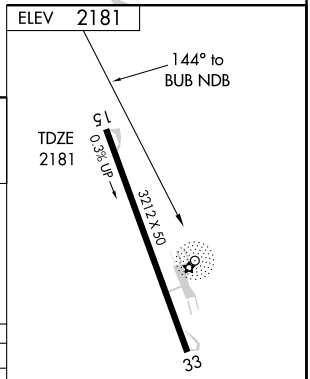
⚠ NA

MISSED APPROACH: Climb to 4000 then right turn direct BUB NDB and hold.

DENVER CENTER	CTAF
132.7 397.85	122.9







CATEGORY	A	B	C	D
S-15	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-15	3120-1¼ 939 (1000-1¼)		NA	
CIRCLING	3120-1¼ 939 (1000-1¼)		NA	

MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

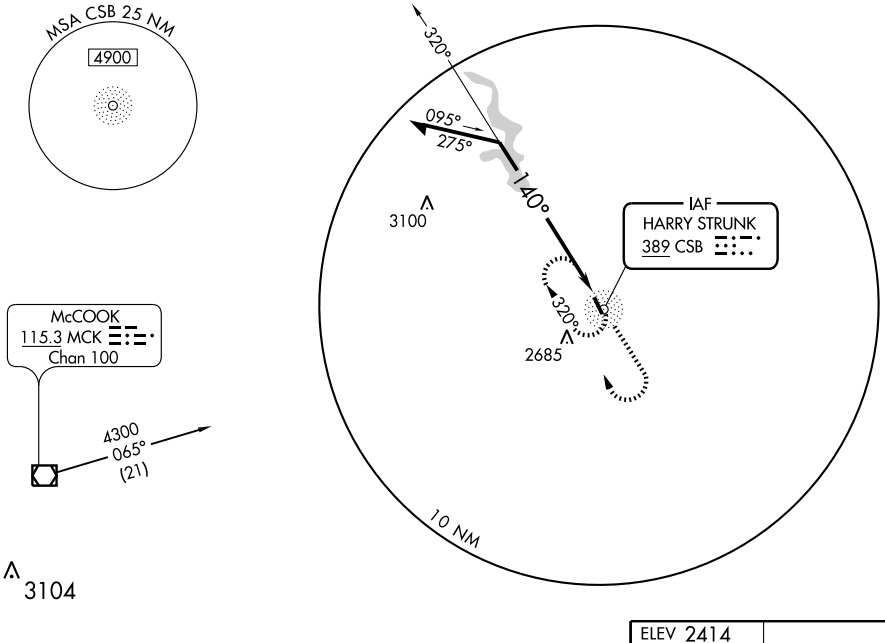
NDB CSB	APP CRS	Rwy Idg	4098
389	140°	TDZE	2414
		Apt Elev	2414

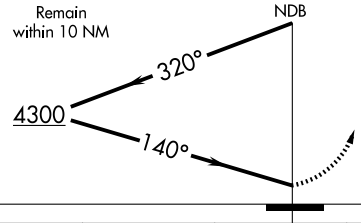
NDB RWY 14
CAMBRIDGE MUNI (CSB)

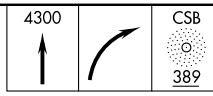
NA — Use McCook altimeter setting.

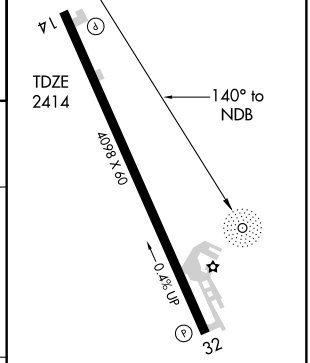
MISSED APPROACH: Climb to 4300 then right turn direct CSB NDB and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L









MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	
CIRCLING	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	

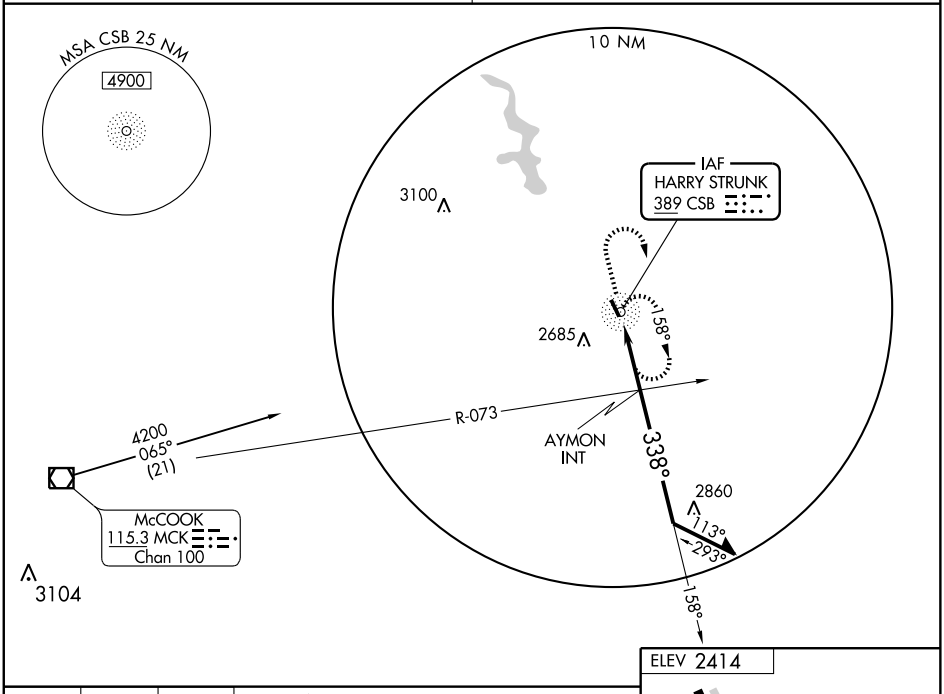
Knots	60	90	120	150	180
Min:Sec					

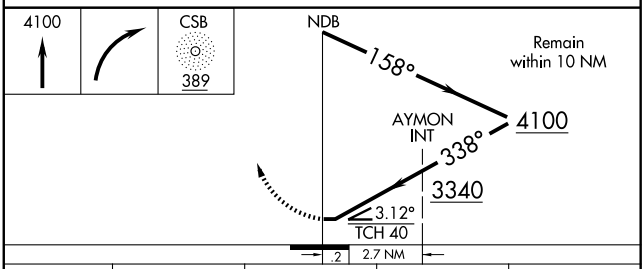
NC-2. 08 APR 2010 to 06 MAY 2010

NDB CSB 389	APP CRS 338°	Rwy Idg 4098 TDZE 2413 Apt Elev 2414

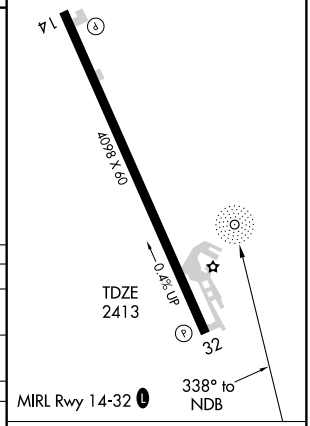
NDB RWY 32
CAMBRIDGE MUNI (CSB)

⚠ NA Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 then right turn direct CSB NDB and hold.
DENVER CENTER **132.7 397.85**	UNICOM **122.8** (CTAF) L





CATEGORY	A	B	C	D
S-32	3340-1¼	927 (1000-1¼)	NA	
CIRCLING	3340-1¼	926 (1000-1¼)	NA	
AYMON INT MINIMUMS				
S-32	2940-1	527 (600-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	



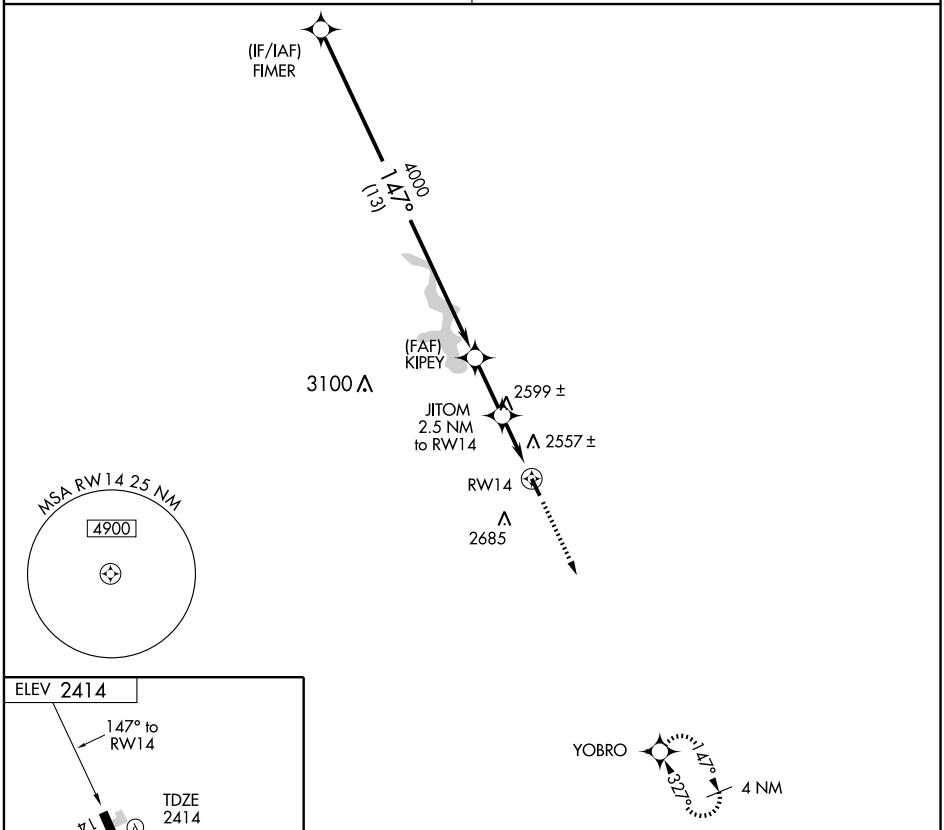
Knots	60	90	120	150	180
Min:Sec					

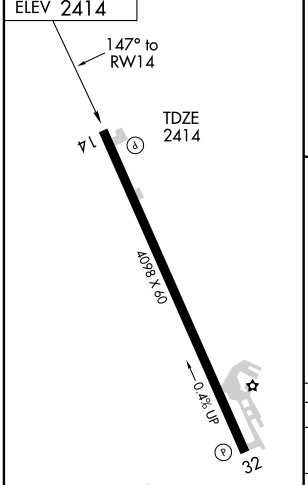
NC-2, 08 APR 2010 to 06 MAY 2010

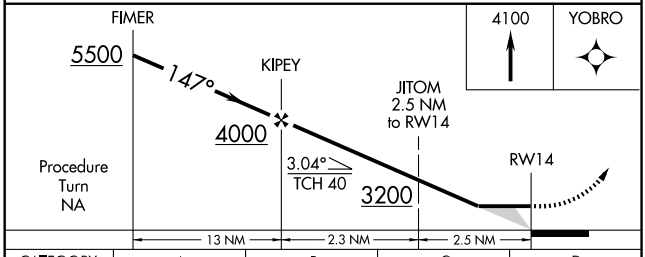
APP CRS	Rwy Idg	4098
147°	TDZE	2414
	Apt Elev	2414

RNAV (GPS) RWY 14
CAMBRIDGE MUNI (CSB)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 direct YOBRO WP and hold.
DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2880-1 466 (500-1)		NA	
CIRCLING	2980-1 566 (600-1)		NA	

NC-2. 08 APR 2010 to 06 MAY 2010

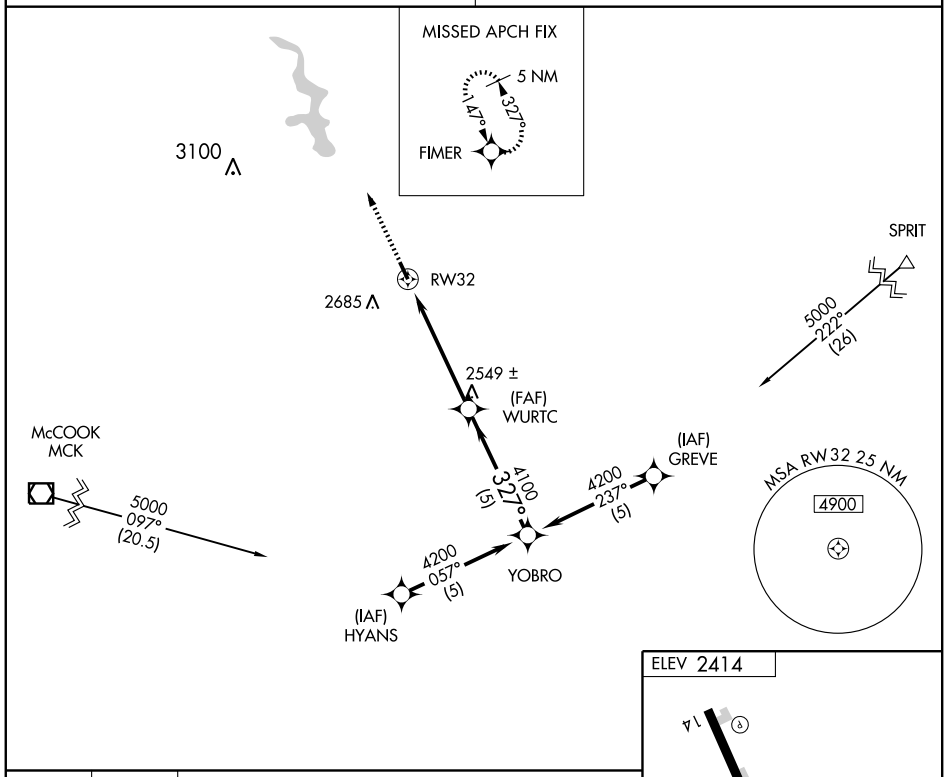
APP CRS	Rwy Idg	4098
327°	TDZE	2413
	Apt Elev	2414

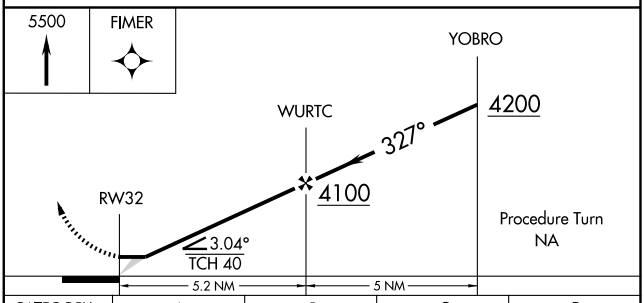
RNAV (GPS) RWY 32
CAMBRIDGE MUNI (CSB)

⚠ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.

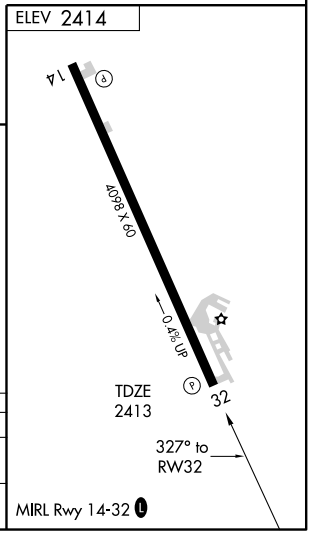
MISSED APPROACH: Climb to 5500 direct FIMER and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2860-1	447 (500-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-CDR	APP CRS	Rwy Idg	5212
110.9	024°	TDZE	3292
		Apt Elev	3296

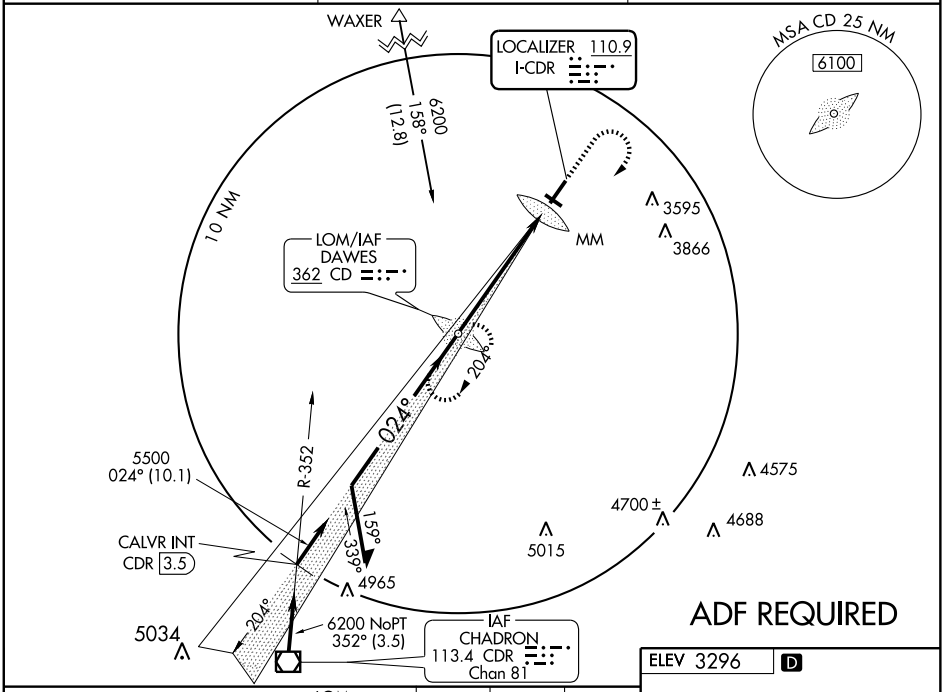
ILS RWY 2
CHADRON MUNI (CDR)

Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

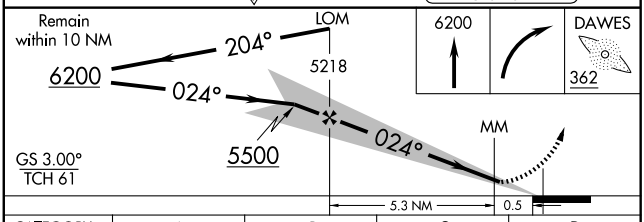
MALSR

MISSED APPROACH: Climb to 6200 then right turn direct DAWES LOM and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L



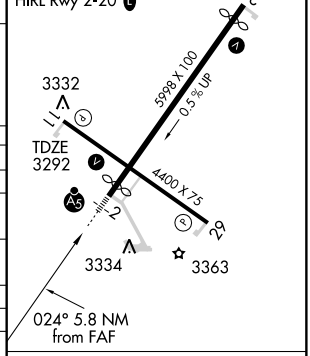
ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 2	3492-½ 200 (200-½)			
S-LOC 2	3880-½ 588 (600-½)		3880-1 588 (600-1)	3880-1¼ 588 (600-1¼)
CIRCLING	3920-1 624 (700-1)		3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-ILS 2	3729-½ 437 (500-½)			
S-LOC 2	4120-½ 828 (900-½)	4120-¾ 828 (900-¾)	4120-2 828 (900-2)	4120-2¼ 828 (900-2¼)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)

ELEV 3296 D

REIL Rwys 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NC-2. 08 APR 2010 to 06 MAY 2010

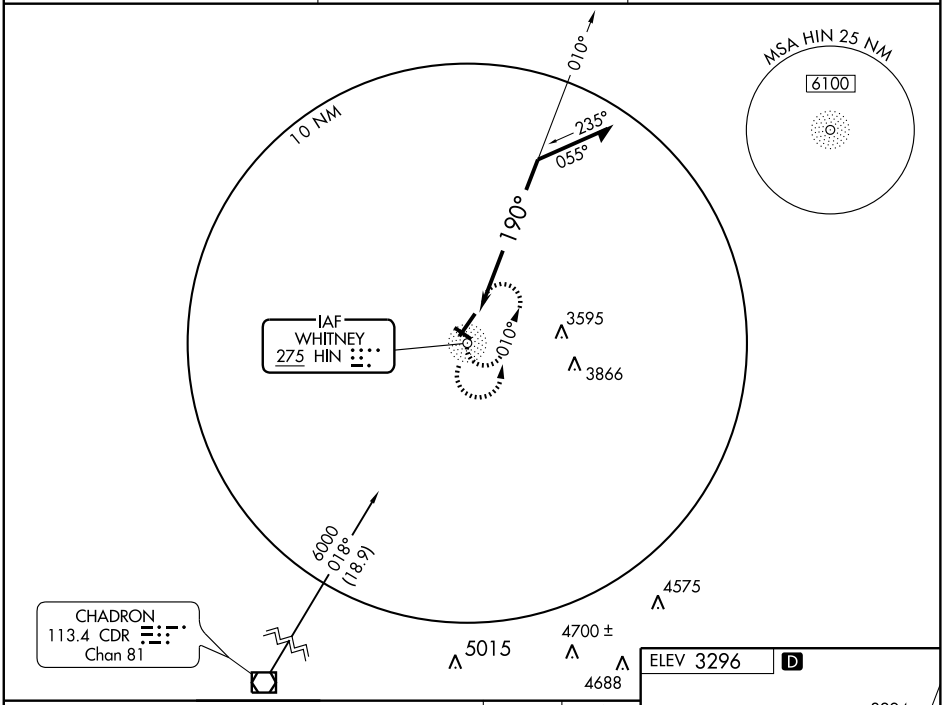
NDB HIN	APP CRS		
275	190°	Rwy Idg	5500
		TDZE	3282
		Apt Elev	3296

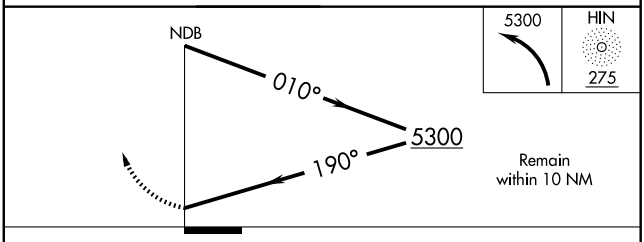
NDB RWY 20
CHADRON MUNI (CDR)

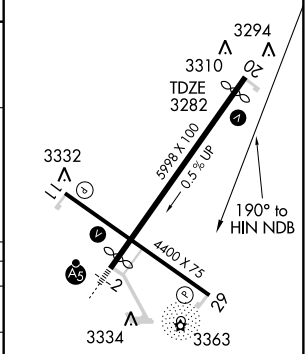
Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climbing left turn to 5300 in HIN NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	3920-1 638 (700-1)		3920-1¾ 638 (700-1¾)	3920-2 638 (700-2)
CIRCLING	3920-1 624 (700-1)		3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4160-1 878 (900-1)	4160-1¼ 878 (900-1¼)	4160-2½ 878 (900-2½)	4160-2¾ 878 (900-2¾)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)

REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5212
CH 65615	024°	TDZE	3293
W02A		Apt Elev	3297

RNAV (GPS) RWY 2
CHADRON MUNI (CDR)

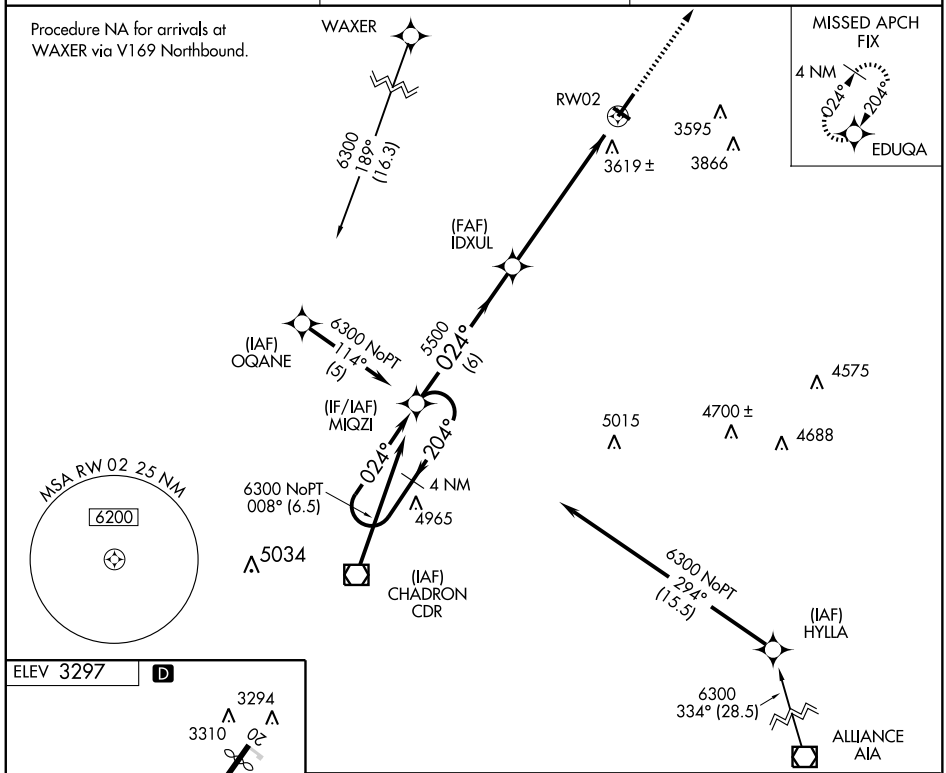
NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Pine Ridge altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1.

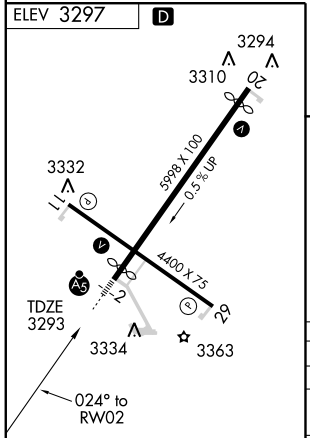
MALSR

MISSED APPROACH: Climb to 5100 direct EDUQA and hold.

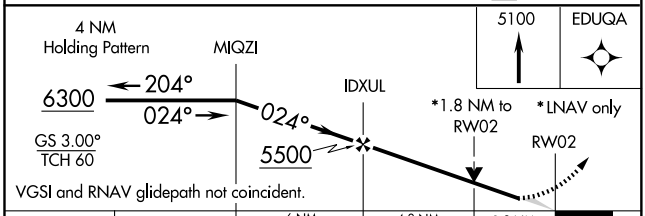
ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L

Procedure NA for arrivals at WAXER via V169 Northbound.





REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	3564-½ 271 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	3900-½ 607 (700-½)		3900-1¼ 607 (700-1¼)	3900-1½ 607 (700-1½)
CIRCLING	3920-1 623 (700-1)		3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)

NC-2, 08 APR 2010 to 06 MAY 2010

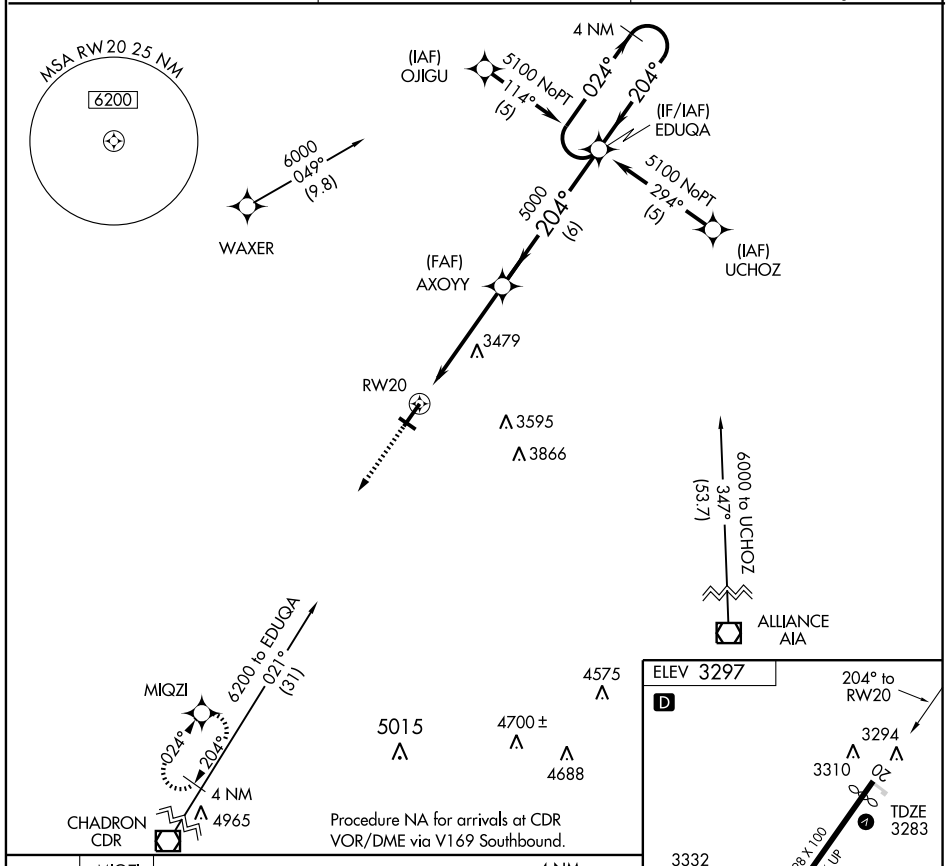
APP CRS	Rwy Idg	5500
204°	TDZE	3283
	Apt Elev	3297

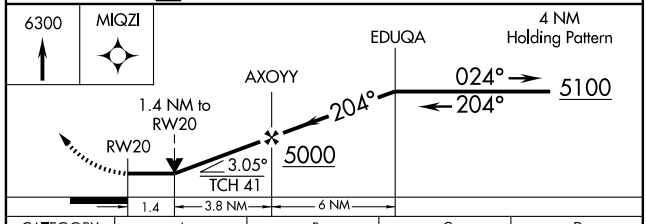
RNAV (GPS) RWY 20

CHADRON MUNI (CDR)

NA	DME/DME RNP-0.3 NA. VDP NA with Pine Ridge altimeter setting. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climb to 6300 direct MIQZI and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3740-1 457 (500-1)		3740-1¼ 457 (500-1¼)	3740-1½ 457 (500-1½)
CIRCLING	3920-1 623 (700-1)		3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)

REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME CDR	APP CRS	Rwy Idg	5212
113.4	017°	TDZE	3292
Chan 81		Apt Elev	3296

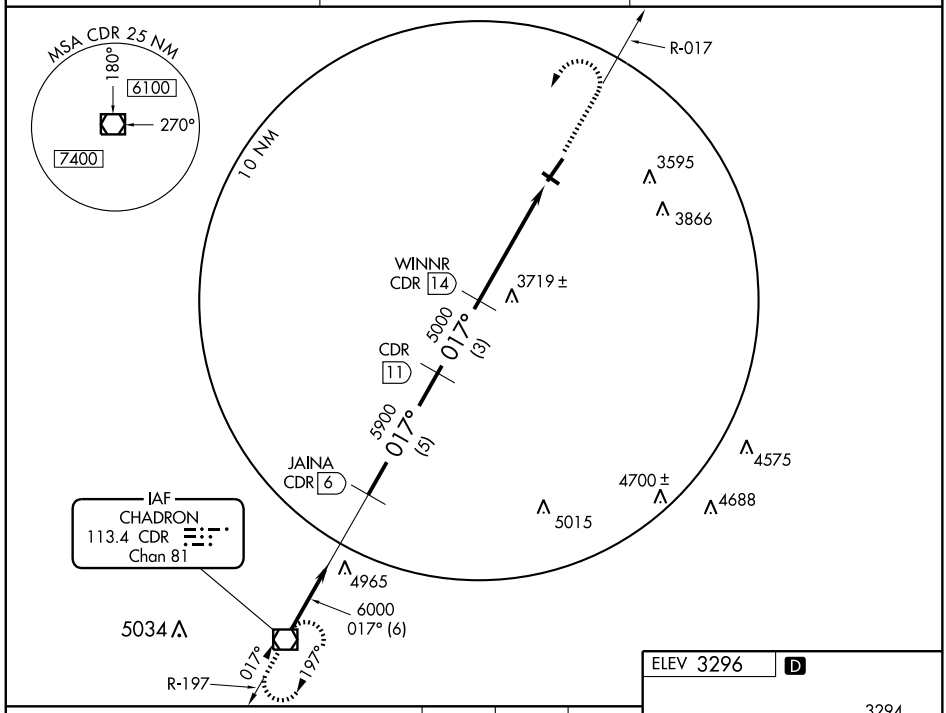
VOR/DME RWY 2
CHADRON MUNI (CDR)

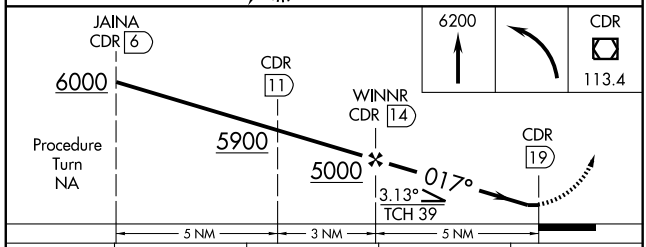
Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altemeter setting.

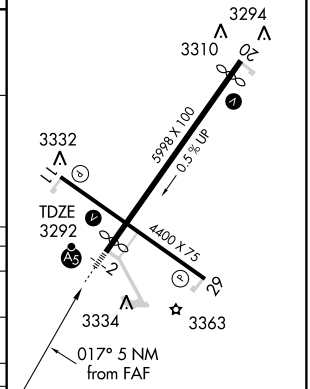
MALSR

MISSED APPROACH: Climb to 6200 then left turn direct CDR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L







REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

CATEGORY	A	B	C	D
S-2	4200-¾ 908 (1000-¾)		4200-2¼ 908 (1000-2¼)	4200-2½ 908 (1000-2½)
CIRCLING	4200-1¼ 904 (1000-1¼)		4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-2	4440-¾ 1148 (1200-¾)	4440-1 1148 (1200-1)	4440-2½ 1148 (1200-2½)	
CIRCLING	4440-1¼ 1144 (1200-1¼)	4440-1½ 1144 (1200-1½)	4440-3 1144 (1200-3)	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME CDR	APP CRS	Rwy Idg	5500
113.4	197°	TDZE	3282
Chan 81		Apt Elev	3296

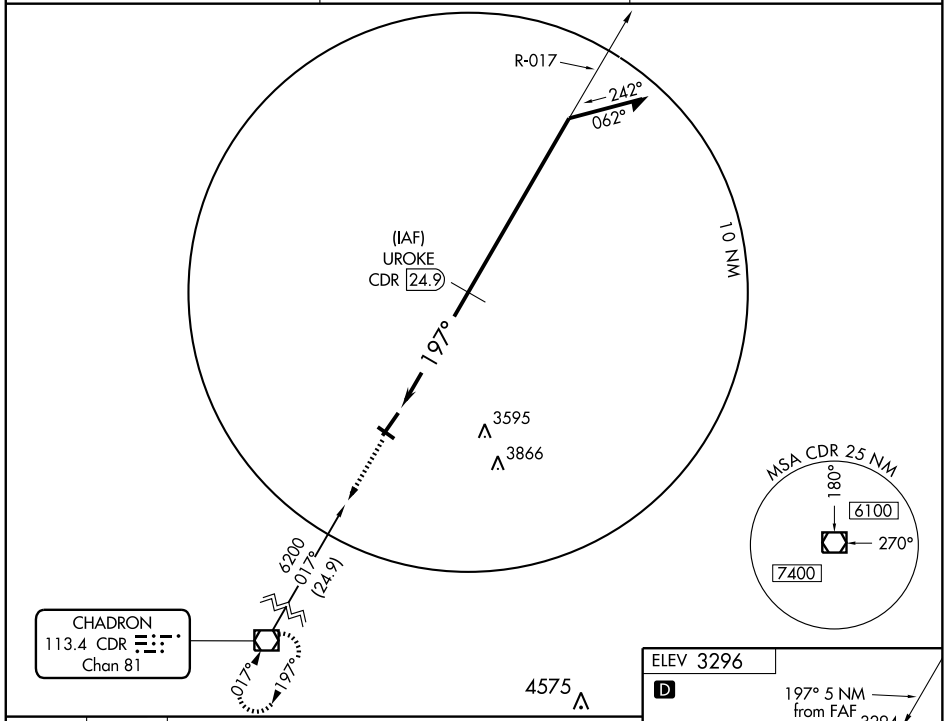
VOR/DME RWY 20

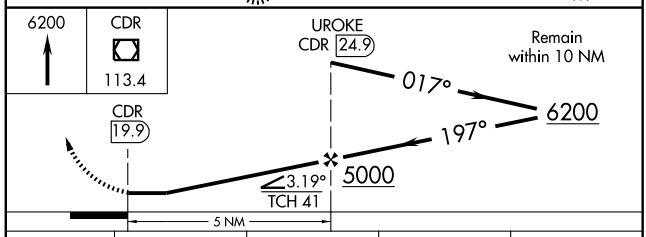
CHADRON MUNI (CDR)

Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

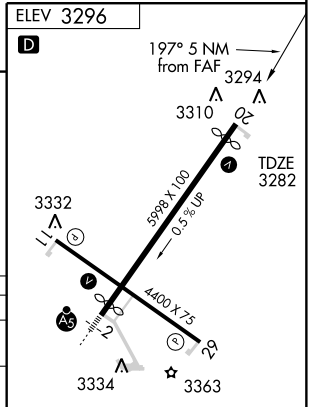
MISSED APPROACH: Climb to 6200 direct CDR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-20	4500-1¼ 1218 (1300-1¼)	4500-1½ 1218 (1300-1½)	4500-3 1218 (1300-3)	
CIRCLING	4500-1¼ 1204 (1300-1¼)	4500-1½ 1204 (1300-1½)	4500-3 1204 (1300-3)	
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4740-1¼ 1458 (1500-1¼)	4740-1½ 1458 (1500-1½)	4740-3 1458 (1500-3)	
CIRCLING	4740-1¼ 1444 (1500-1¼)	4740-1½ 1444 (1500-1½)	4740-3 1444 (1500-3)	



REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB CNP	APP CRS		
383	312°	Rwy Idg	3870
		TDZE	3680
		Apt Elev	3680

NDB or GPS RWY 30

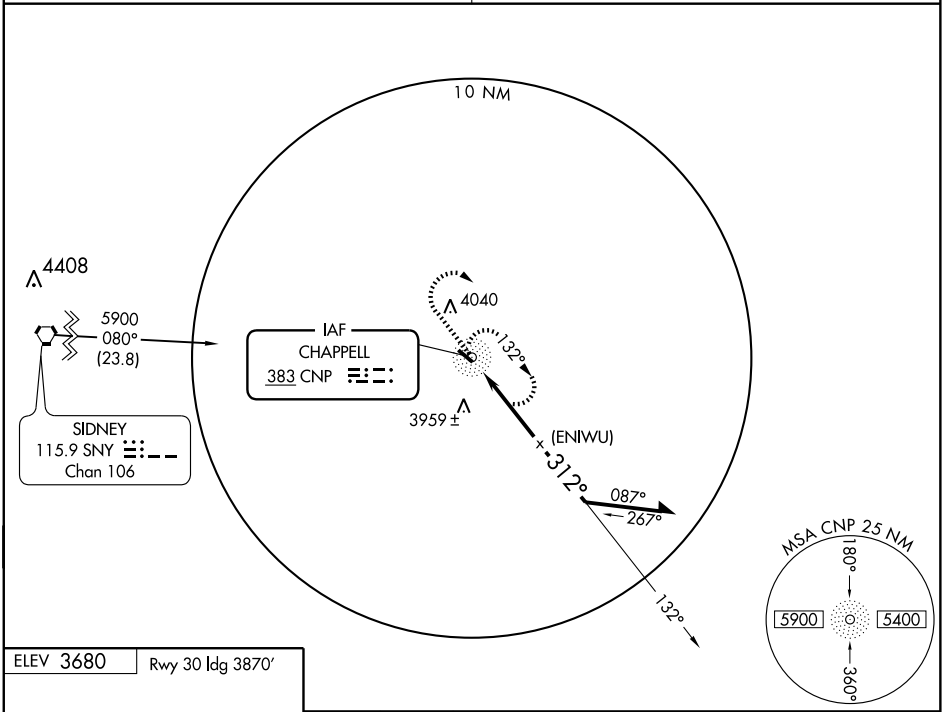
CHAPPELL/BILLY G.RAY FIELD (CNP)

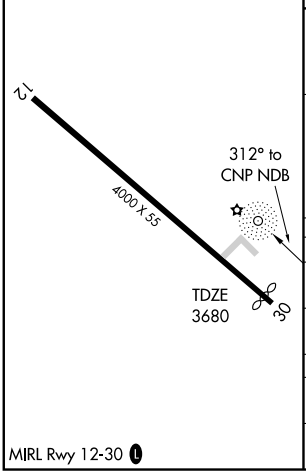
NA — Use Sidney altimeter setting if not received, use Scottsbluff altimeter setting.

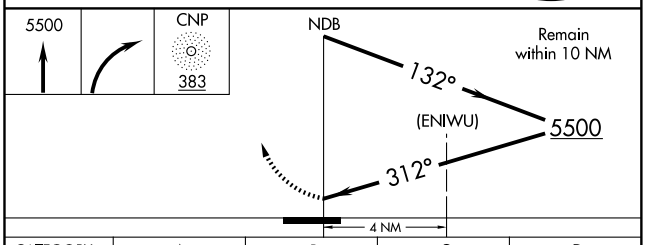
MISSED APPROACH: Climb to 5500 then right turn direct CNP NDB and hold.

DENVER CENTER
118.475 225.4

CTAF
122.9 L







CATEGORY	A	B	C	D
S-30	4460-1 780 (800-1)	4460-1¼ 780 (800-1¼)	4460-2¼ 780 (800-2¼)	4460-2½ 780 (800-2½)
CIRCLING	4540-1 860 (900-1)	4540-1¼ 860 (900-1¼)	4540-2½ 860 (900-2½)	4600-3 920 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-30	4520-1 840 (900-1)	4520-1¼ 840 (900-1¼)	4520-2½ 840 (900-2½)	4520-2¾ 840 (900-2¾)
CIRCLING	4600-1¼ 920 (1000-1¼)		4600-2¾ 920 (1000-2¾)	4660-3 980 (1000-3)

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OLU	APP CRS	Rwy Idg	6260
109.1	142°	TDZE	1447
		Apt Elev	1447

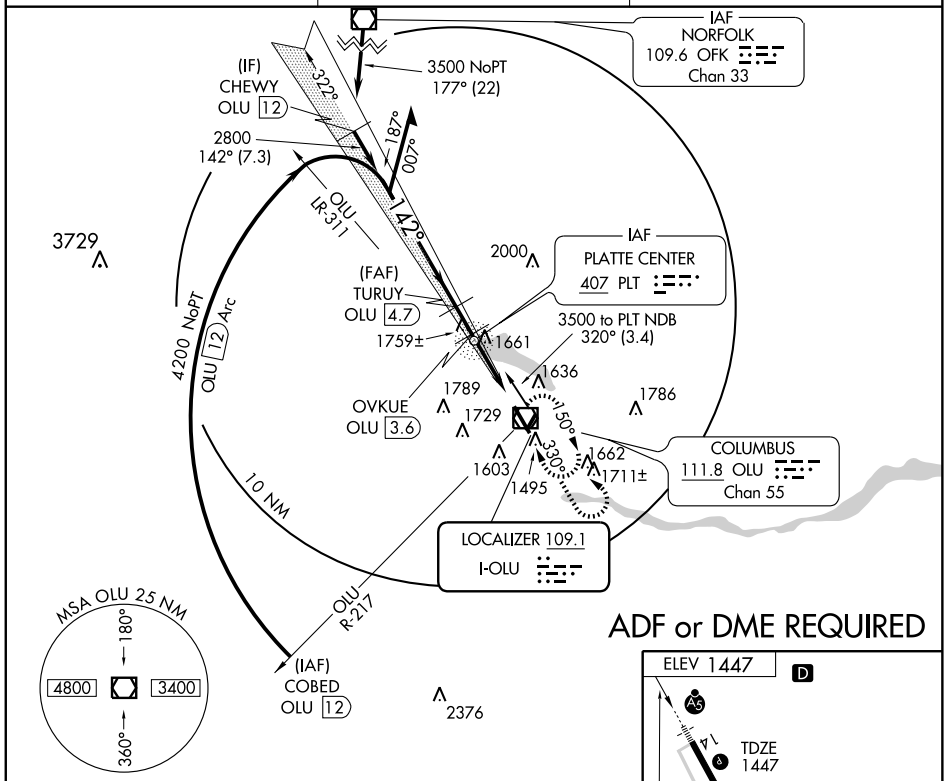
LOC/DME RWY 14
COLUMBUS MUNI (OLU)

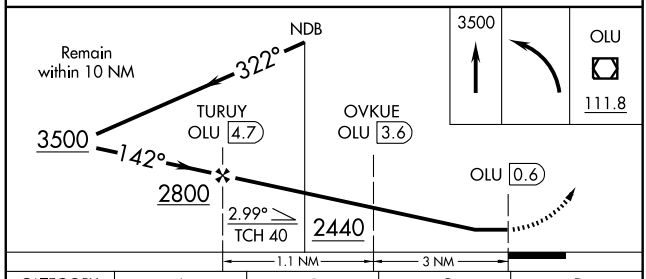
When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 100 feet and S-14 Cats C and D and circling Cat D visibility ¼ mile.

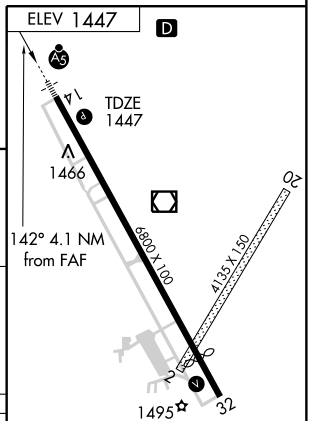
MALSR

MISSED APPROACH: Climb to 3500 then left turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF)







CATEGORY	A	B	C	D
S-14	1920-½	473 (500-½)	1920-¾ 473 (500-¾)	1920-1 473 (500-1)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)

REIL Rwy 32 (L)
MIRL Rwy 14-32 (L)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6260
CH 60910	142°	TDZE	1447
W14A		Apt Elev	1447

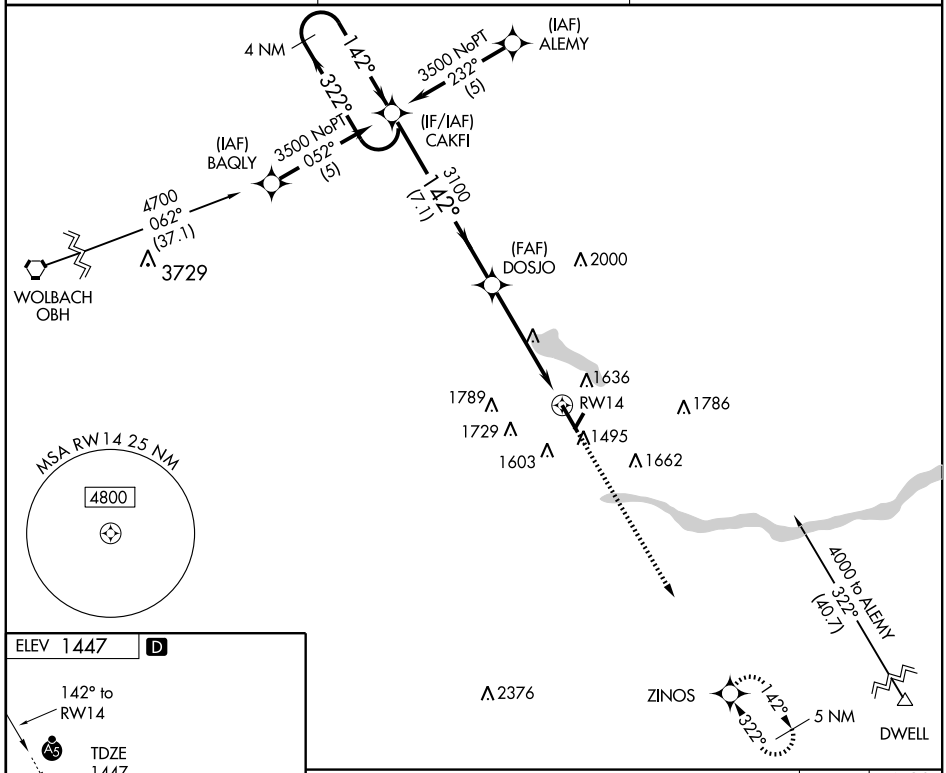
RNAV (GPS) RWY 14
COLUMBUS MUNI (OLU)

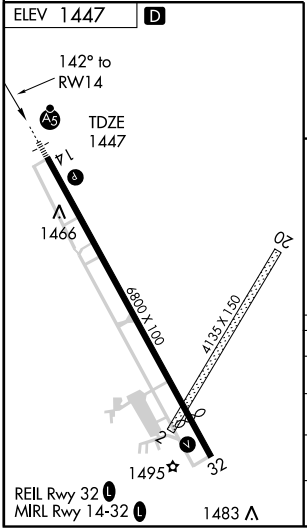
DME/DME RNP -0.3 NA.
BARO-VNAV NA below -15°C (5°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

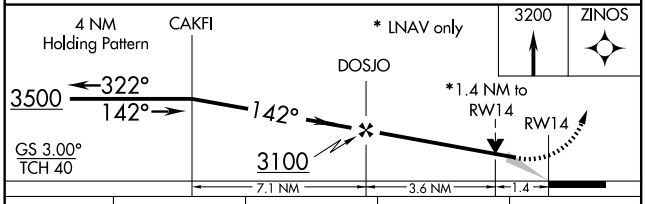
MALSR

MISSED APPROACH: Climb to 3200 direct ZINOS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1750-½ 303 (400-½)			
LNAV/VNAV DA	1840-1 393 (400-1)			
LNAV MDA	1920-½ 473 (500-½)		1920-¾ 473 (500-¾)	1920-1 473 (500-1)
CIRCLING	1940-1½ 493 (500-1½)			2040-2 593 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

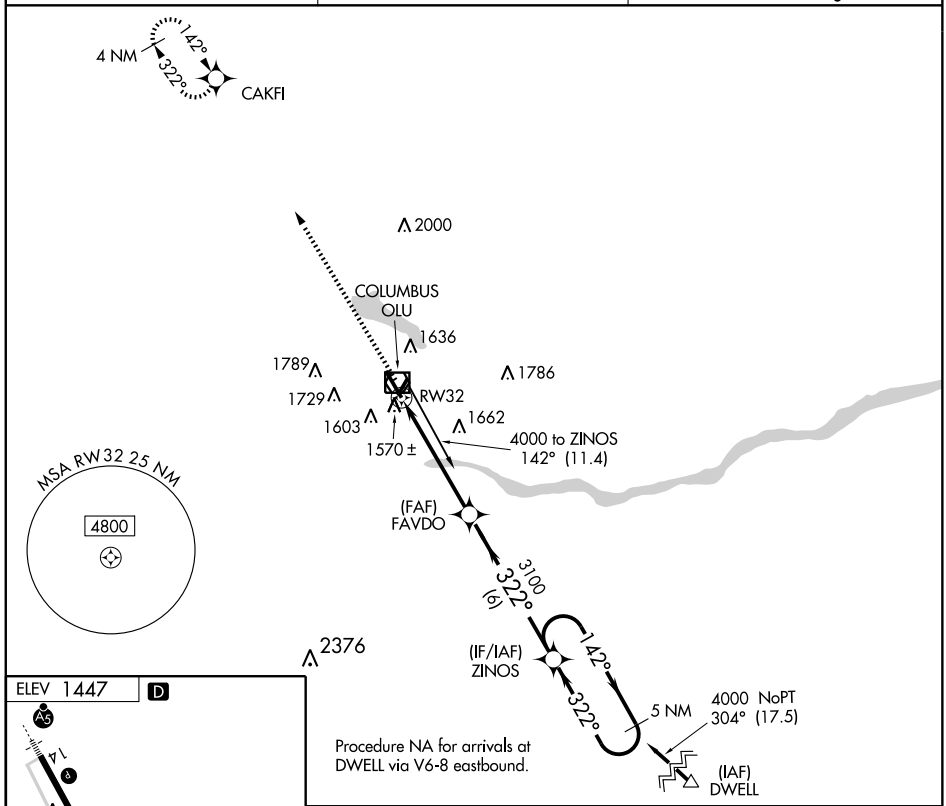
WAAS	APP CRS	Rwy Idg	5850
CH 81810	322°	TDZE	1442
W32A		Apt Elev	1447

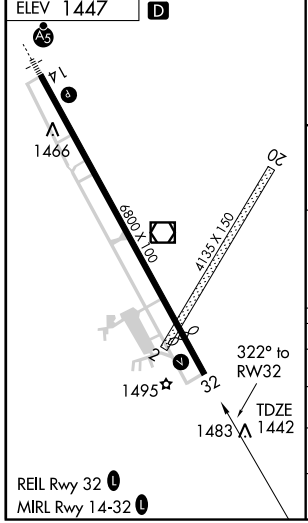
RNAV (GPS) RWY 32
COLUMBUS MUNI (OLU)

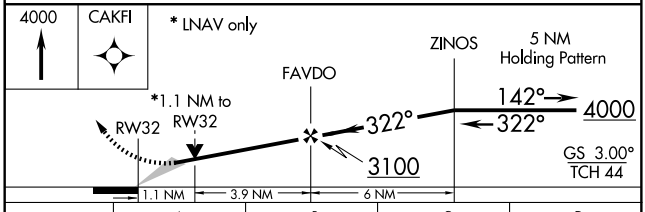
DME/DME RNP -0.3 NA
Baro-VNAV NA below -15°C (5°F)

MISSED APPROACH: Climb to 4000 direct CAKFI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1710-1 268 (300-1)			
LNAV/VNAV DA	1840-1½ 398 (400-1½)			
LNAV MDA	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1½ 493 (500-1½)			2040-2 593 (600-2)

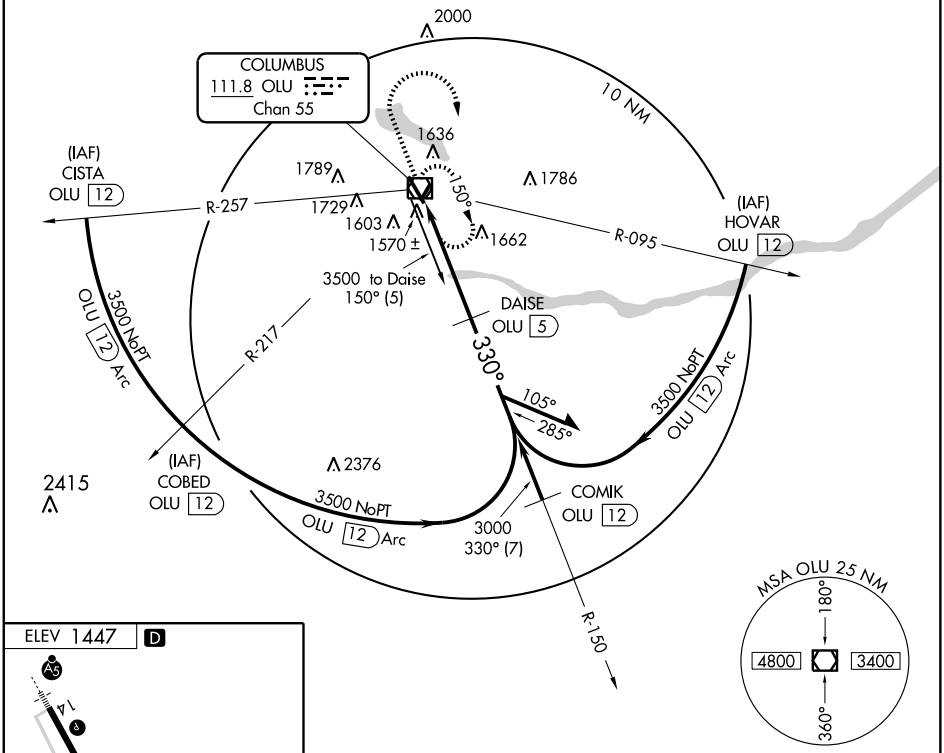
NC-2, 08 APR 2010 to 06 MAY 2010

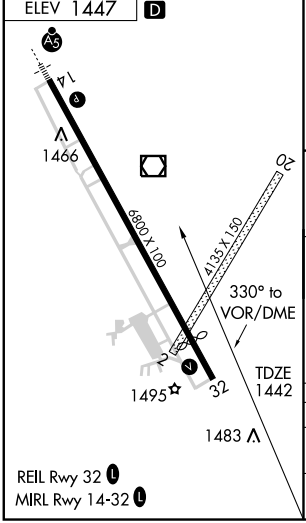
VOR/DME OLU	APP CRS	Rwy Idg	5850
111.8	330°	TDZE	1442
Chan 55		Apt Elev	1447

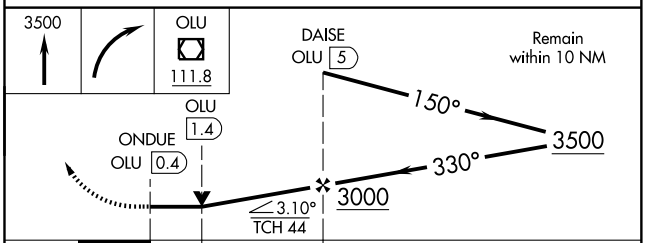
VOR/DME RWY 32
COLUMBUS MUNI (OLU)

MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

NC-2, 08 APR 2010 to 06 MAY 2010

COLUMBUS, NEBRASKA AL-5291 (FAA)

VOR/DME OLU	APP CRS	Rwy Idg	6260
111.8	129°	TDZE	1447
Chan 55		Apt Elev	1447

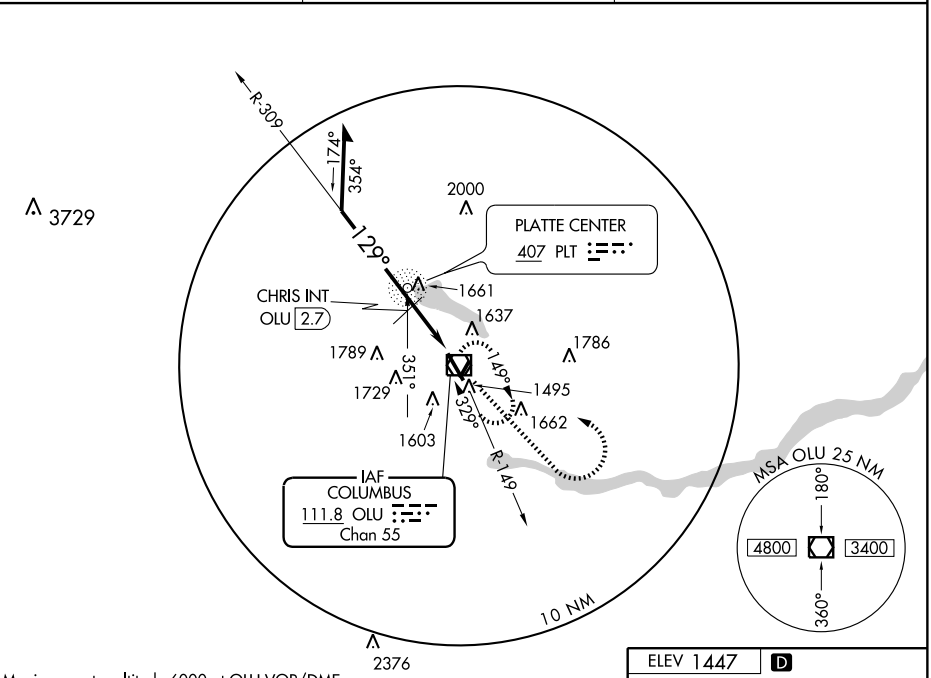
VOR RWY 14
COLUMBUS MUNI (OLU)

Inoperative table does not apply.

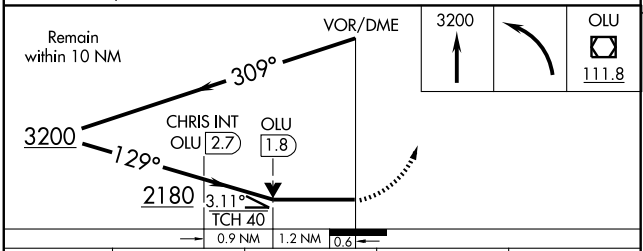
MALSR

MISSED APPROACH: Climb to 3200 then left turn direct OLU VOR/DME and hold.

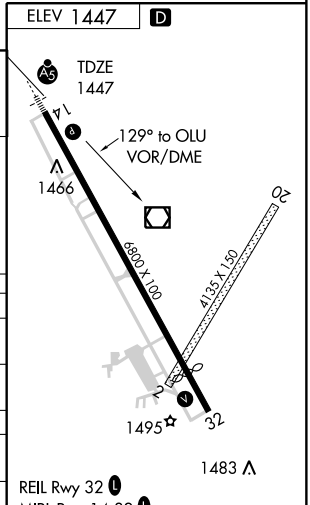
AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L



Maximum entry altitude 6000 at OLU VOR/DME.



CATEGORY	A	B	C	D
S-14	2180-1	733 (800-1)	2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CIRCLING	2180-1	733 (800-1)	2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CHRIS FIX MINIMUMS				
S-14	1860-1	413 (500-1)	1860-1¼	413 (500-1¼)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)



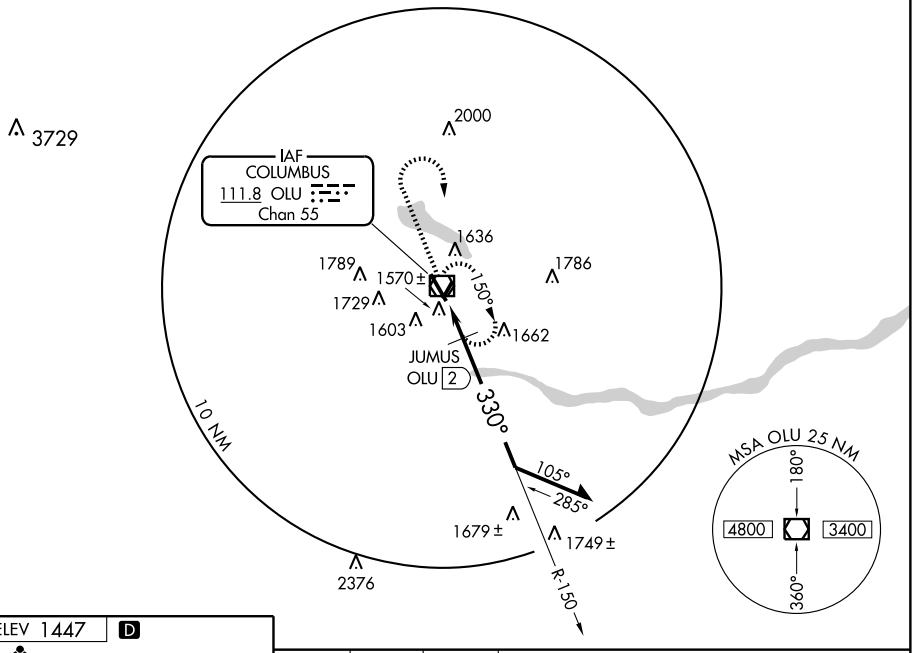
NC-2. 08 APR 2010 to 06 MAY 2010

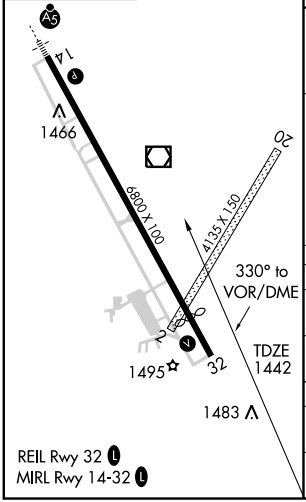
VOR/DME OLU	APP CRS	Rwy Idg	5850
111.8	330°	TDZE	1442
Chan 55		Apt Elev	1447

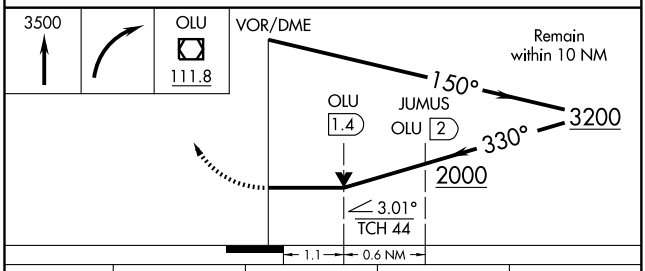
VOR RWY 32
COLUMBUS MUNI (OLU)

MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-32	2000-1 558 (600-1)		2000-1½ 558 (600-1½)	2000-1¾ 558 (600-1¾)
CIRCLING	2000-1 553 (600-1)		2000-1½ 553 (600-1½)	2040-2 593 (600-2)
JUMUS DME MINIMUMS				
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 93707	130°	TDZE	2503
W13A		Apt Elev	2503

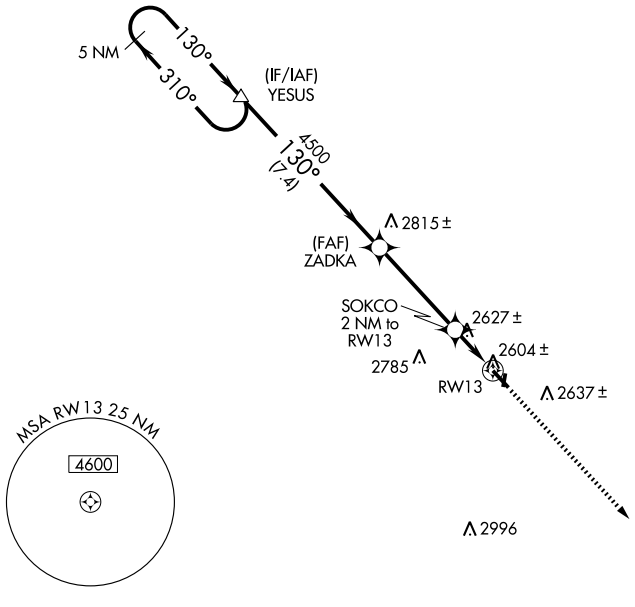
RNAV (GPS) RWY 13
COZAD MUNI (CZD)

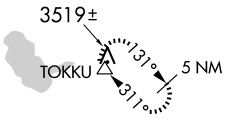
Circling to Rwy 18, 31, and 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDAs 80 feet and circling Cat C visibility ¼ mile.

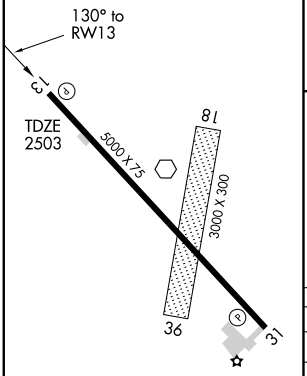
NA

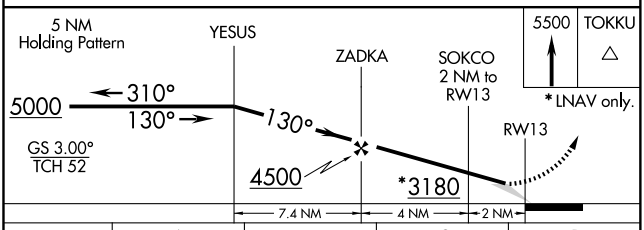
MISSED APPROACH: Climb to 5500 direct TOKKU and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	2875-1¼ 372 (400-1¼)			NA
LNAV/VNAV DA	2913-1½ 410 (500-1½)			NA
LNAV MDA	2920-1 417 (500-1)		2920-1¼ 417 (500-1¼)	NA
CIRCLING	3080-1 577 (600-1)		3080-1½ 577 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	5000
310°	TDZE	2501
	Apt Elev	2503

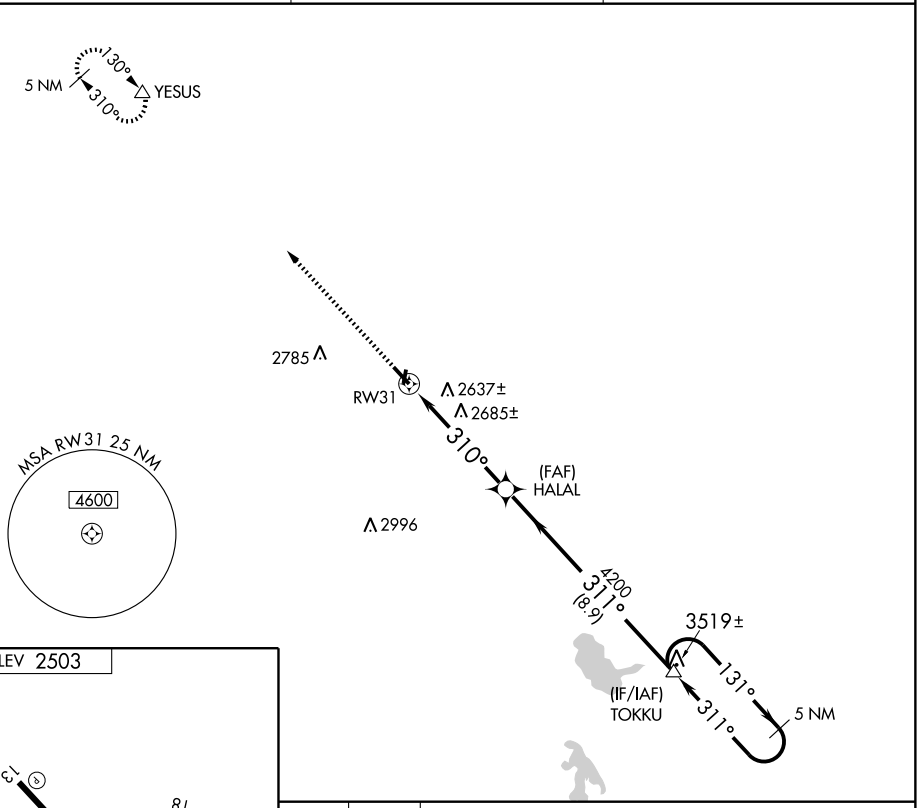
RNAV (GPS) RWY 31
COZAD MUNI (CZD)

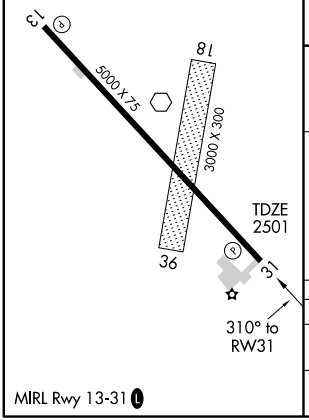
Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile and circling Cat C visibility ¼ mile.

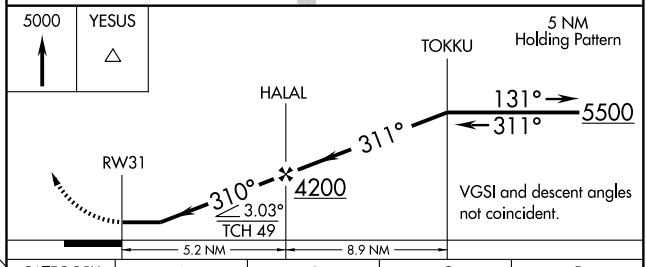
NA

MISSED APPROACH: Climb to 5000 direct to YESUS and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3040-1	539 (600-1)	3040-1½ 539 (600-1½)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

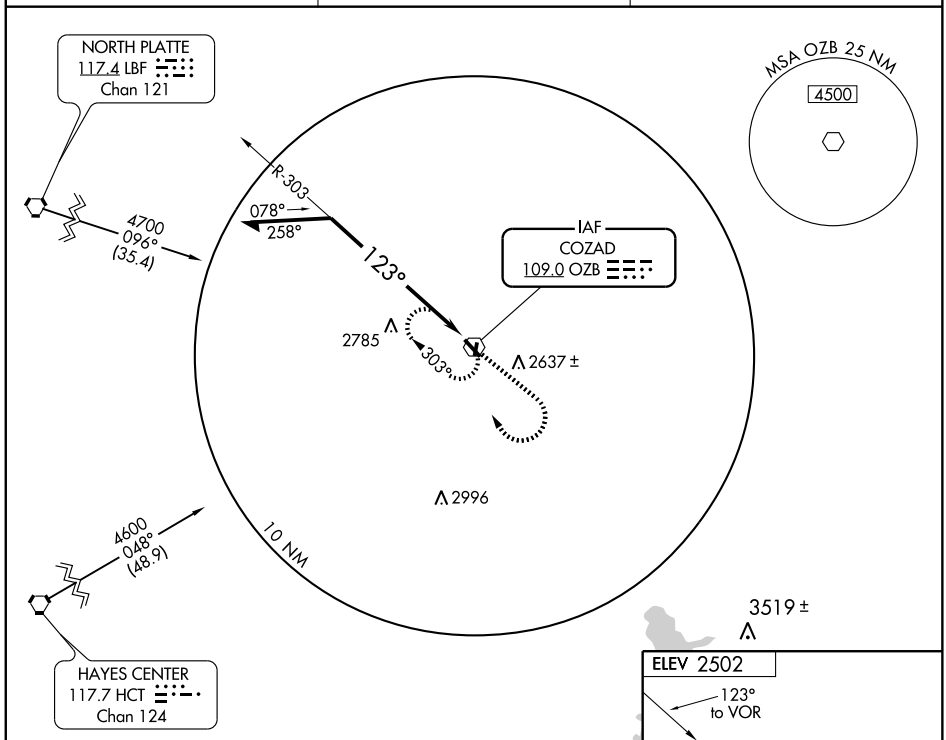
VOR OZB 109.0	APP CRS 123°	Rwy Idg 5000 TDZE 2502 Apt Elev 2502

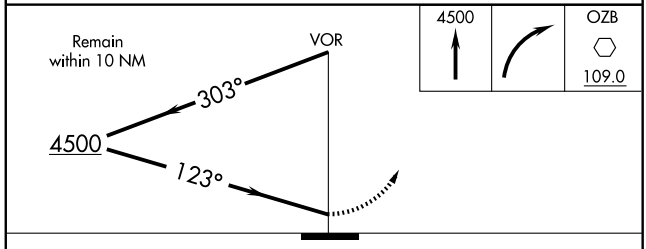
VOR RWY 13
COZAD MUNI (CZD)

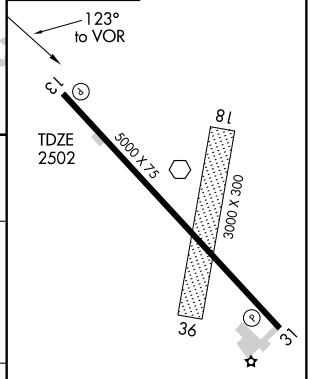
Use Lexington altimeter setting; if not received, use North Platte altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then right turn direct OZB VOR and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA
CIRCLING	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

CRETE, NEBRASKA

AL-6555 (FAA)

WAAS CH 63107 W17A	APP CRS 175°	Rwy Idg 4201 TDZE 1500 Apt Elev 1500

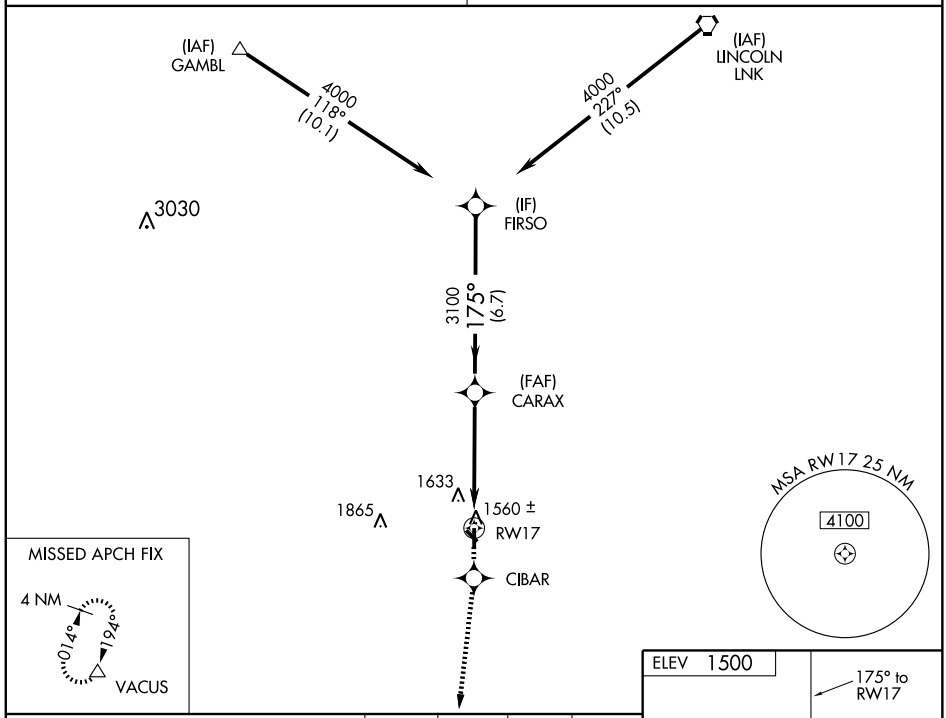
RNAV (GPS) RWY 17

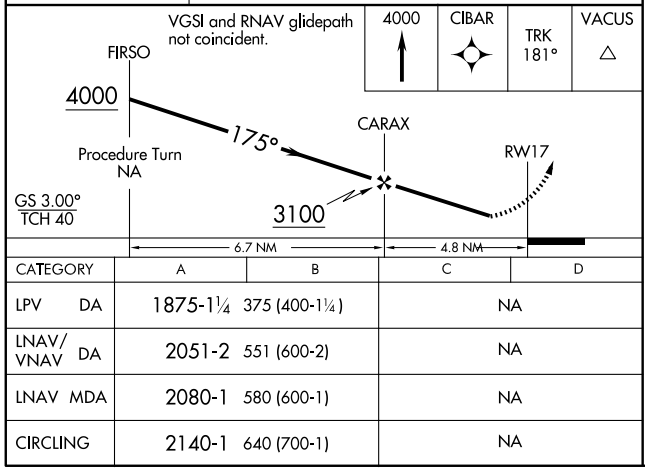
CRETE MUNI (CEK)

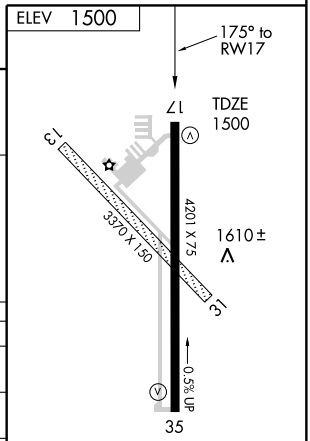
Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

LINCOLN APP CON ★	UNICOM
124.0 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1875-1¼	375 (400-1¼)	NA	
LNAV/VNAV DA	2051-2	551 (600-2)	NA	
LNAV MDA	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	

MIRL Rwy 17-35

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4201
CH 77708	355°	TDZE	1498
W35A		Apt Elev	1500

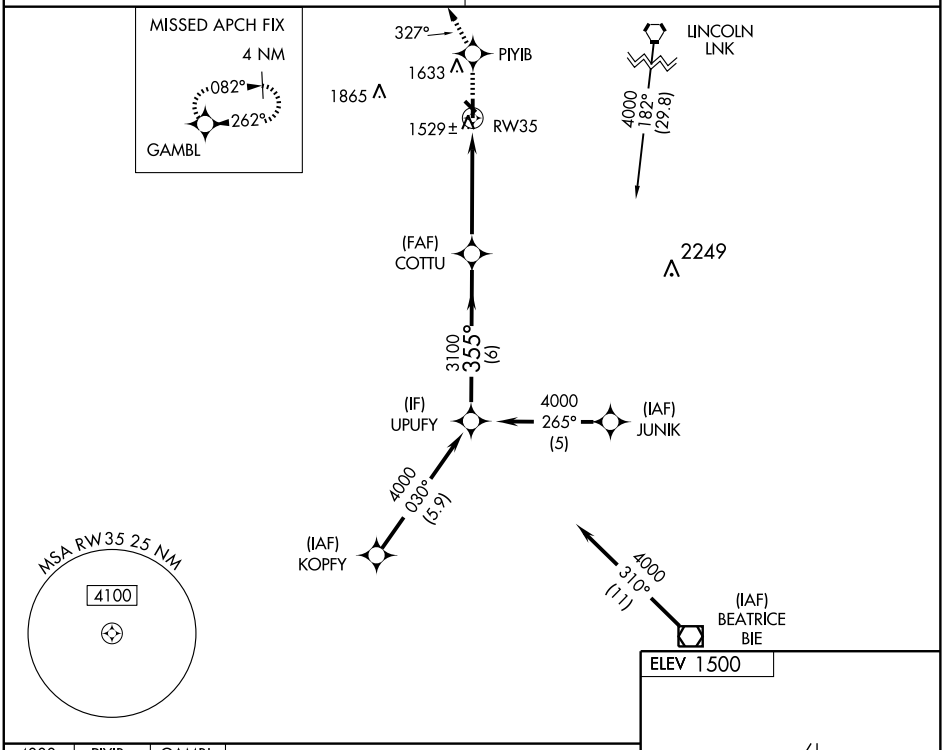
RNAV (GPS) RWY 35

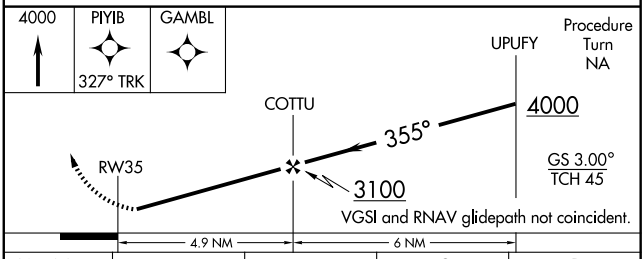
CRETE MUNI (CEK)

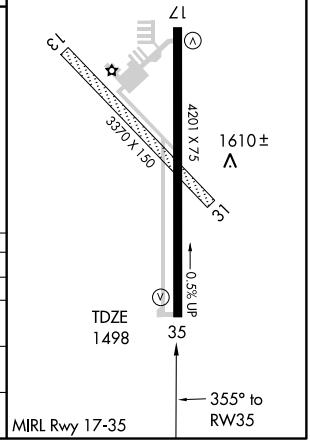
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct PIYIB and via 327° track to GAMBL and hold.

LINCOLN APP CON ★	UNICOM
124.0 270.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1824-1¼ 326 (400-1¼)		NA	
LNAV/VNAV DA	1855-1¼ 357 (400-1¼)		NA	
LNAV MDA	2040-1 542 (600-1)		NA	
CIRCLING	2140-1 640 (700-1)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC LNK 116.1 Chan 108	APP CRS 196°	Rwy Idg 4201 TDZE 1500 Apt Elev 1500

VOR/DME RWY 17

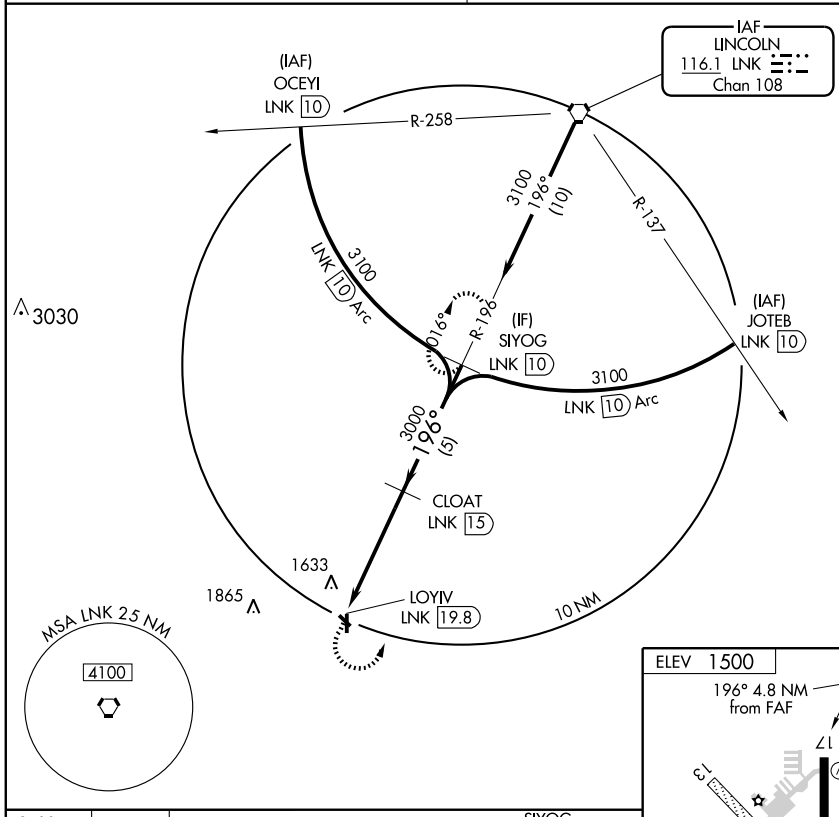
CRETE MUNI (CEK)

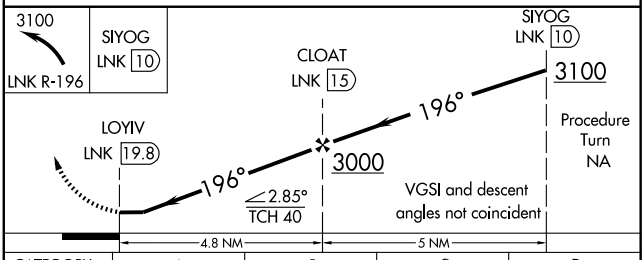
T A NA — Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 via LNK VORTAC R-196 to SIYOG/10 DME and hold.

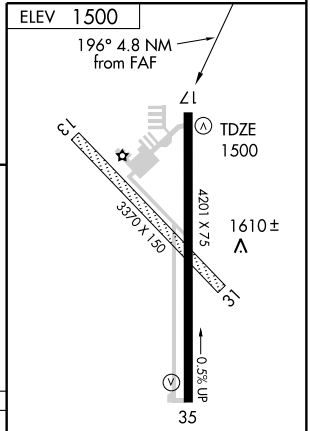
LINCOLN APP CON★ 124.0 270.3

UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	



MIRL Rwy 17-35

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LNK	APP CRS	Rwy Idg	4201
116.1	015°	TDZE	1497
Chan 108		Apt Elev	1499

VOR/DME RWY 35

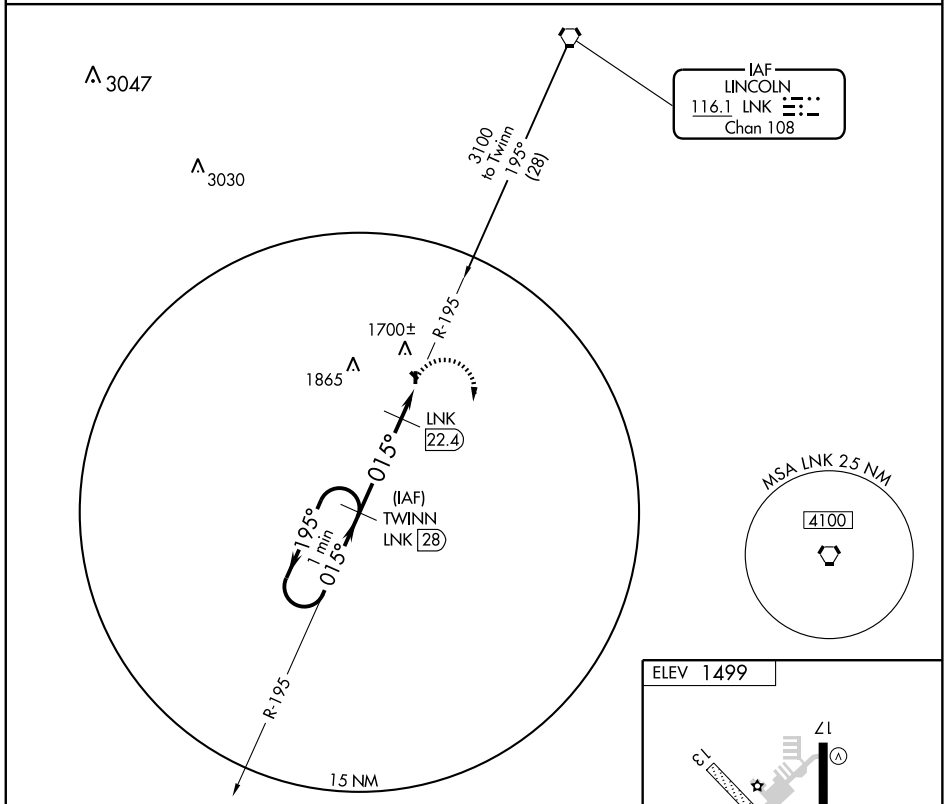
CRETE MUNI (CEK)

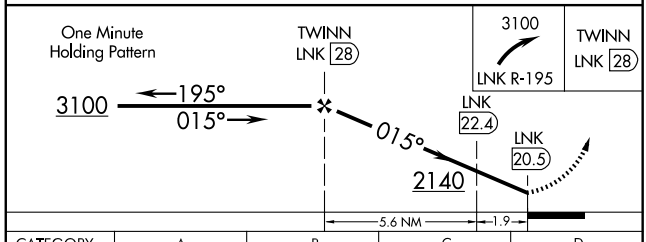
NA Use Lincoln altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via LNK R-195 to TWINN/LNK 28 DME and hold.

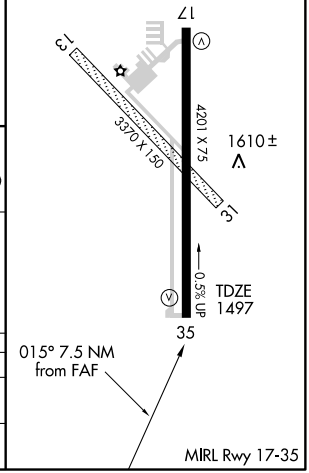
LINCOLN APP CON* 124.0 270.3

UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
S-35	2080-1	583 (600-1)	NA	
CIRCLING	2140-1	641 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3600
CH 69315	141°	TDZE	1617
W14A		Apt Elev	1617

RNAV (GPS) RWY 14

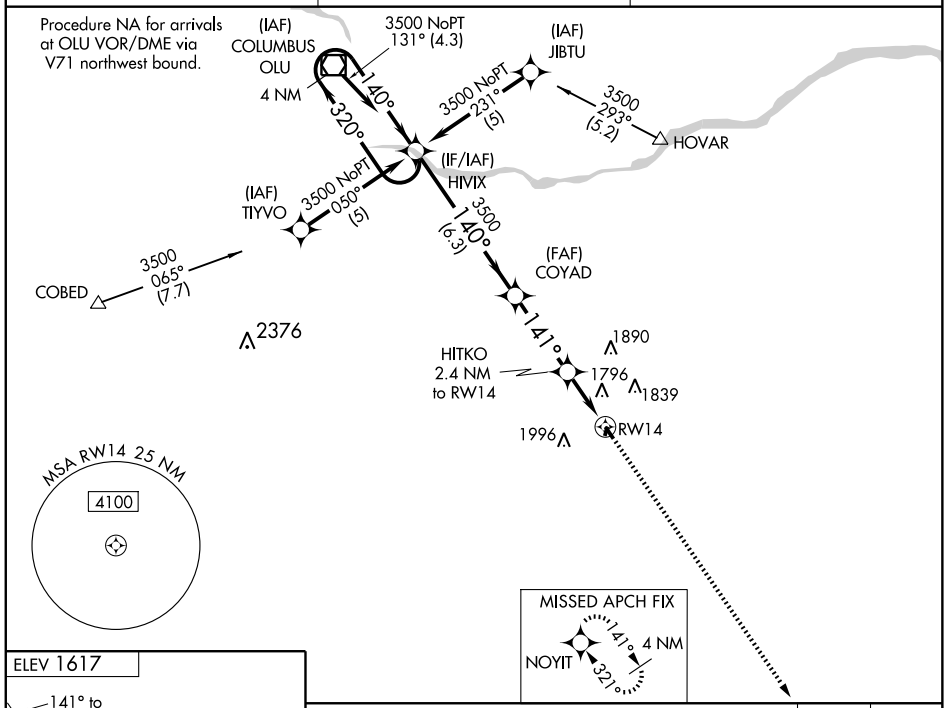
DAVID CITY MUNI (93Y)

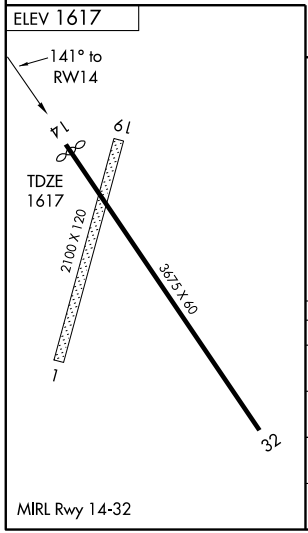
T
A NA

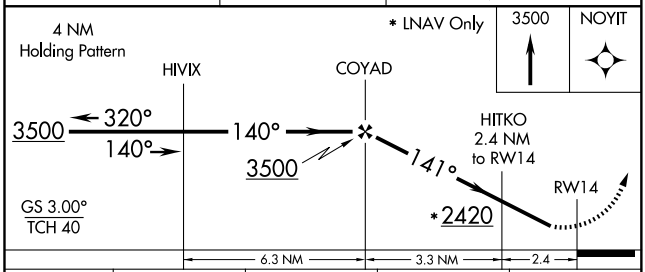
Baro-VNAV NA. DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3500 direct NOYIT and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
LPV DA	1971-1¼ 354 (400-1¼)		NA	
LNAV/VNAV DA	2174-2 557 (600-2)		NA	
LNAV MDA	2120-1 503 (600-1)		NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50315 W32A	APP CRS 321°	Rwy Idg 3675 TDZE 1617 Apt Elev 1617

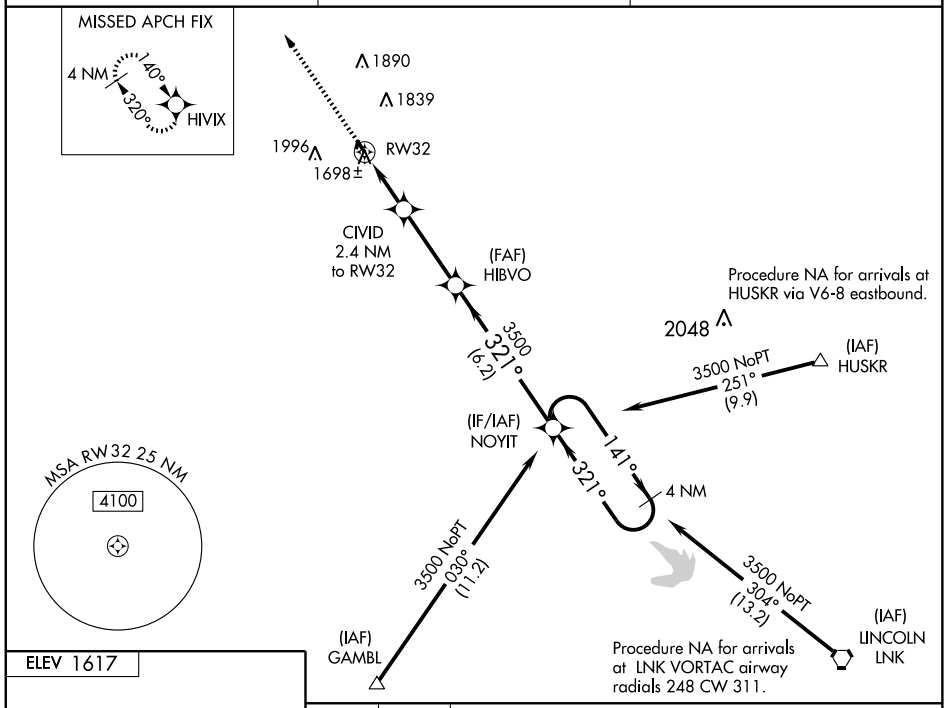
RNAV (GPS) RWY 32

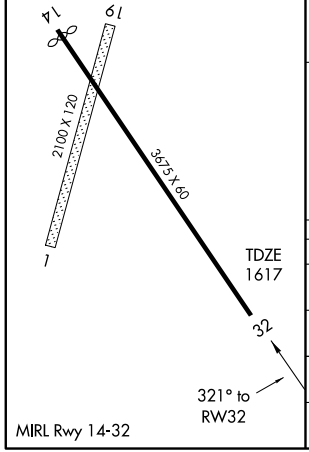
DAVID CITY MUNI (93Y)

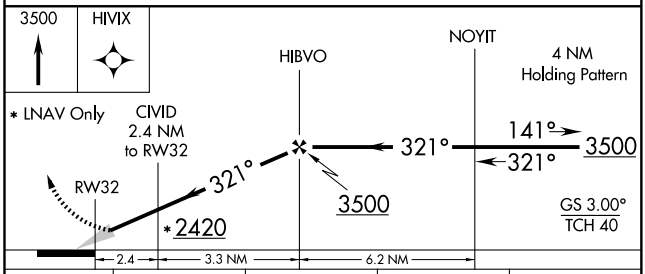
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3500 direct HIVIX and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
LPV DA	1929-1 312 (400-1)		NA	
LNAV/VNAV DA	2080-1¾ 463 (500-1¾)		NA	
LNAV MDA	2020-1 403 (500-1)		NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME RWY 32

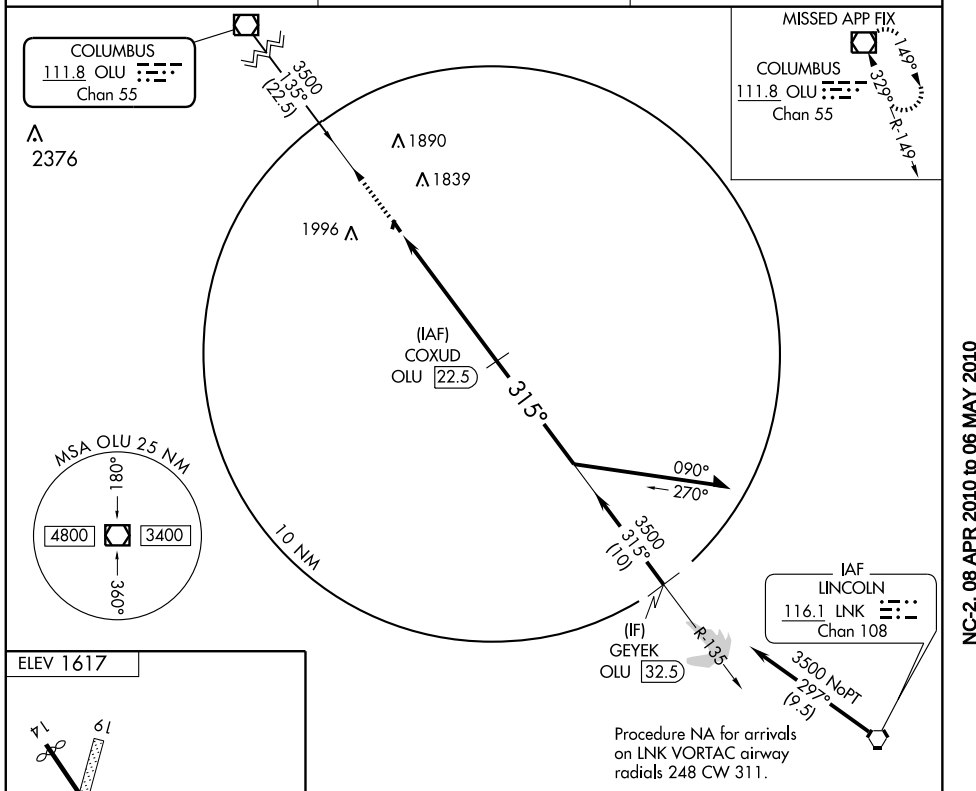
DAVID CITY MUNI (93Y)

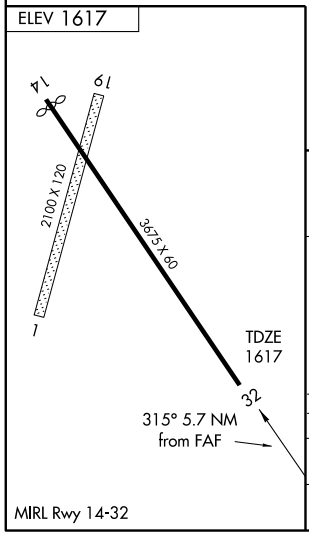
VOR/DME OLU	APP CRS	Rwy Idg	3675
111.8	315°	TDZE	1617
Chan 55		Apt Elev	1617

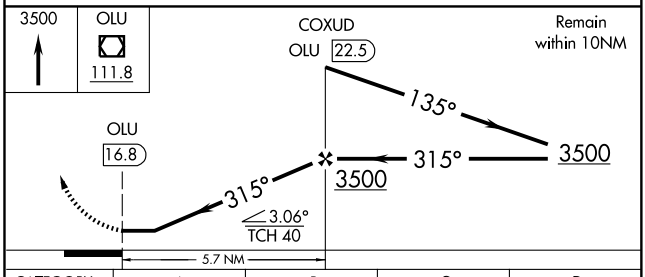
Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3500 direct OLU VOR/DME and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
S–32	2200-1 583 (600-1)		NA	
CIRCLING	2200-1 583 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB FBY 293	APP CRS 186°	Rwy Idg N/A TDZE N/A Apt Elev 1479

NDB-A

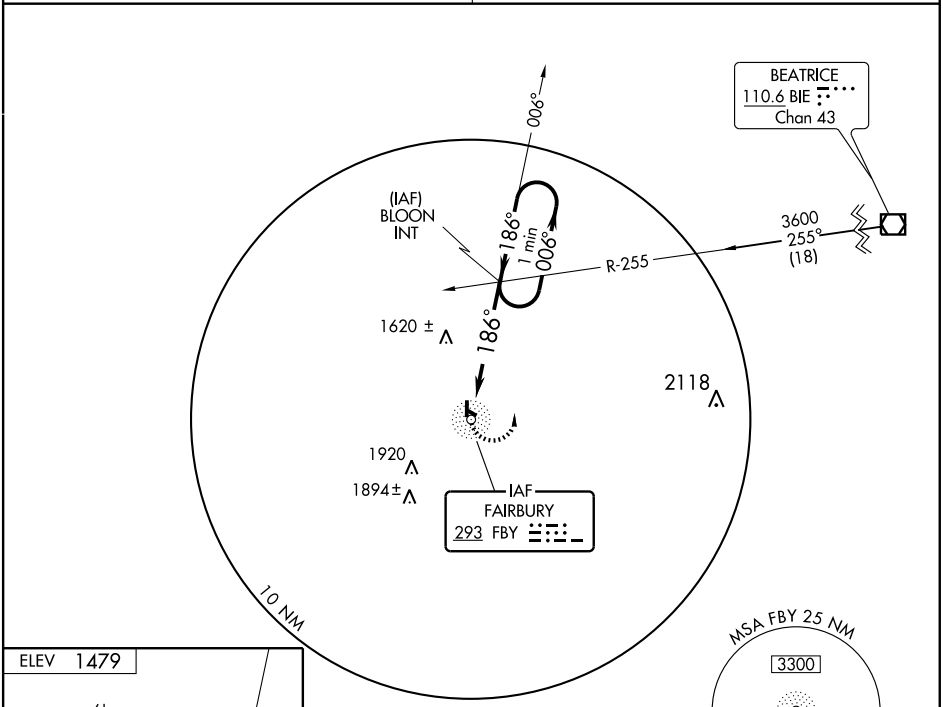
FAIRBURY MUNI (FBY)

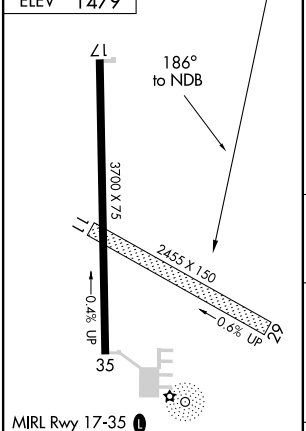
Use Hebron Muni altimeter setting.

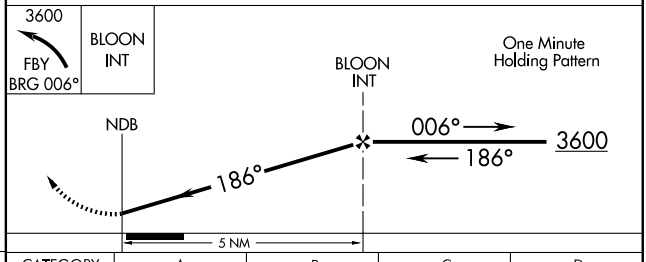
NA

MISSED APPROACH: Climbing left turn to 3600 via FBY bearing 006° to BLOON Int and hold.

MINNEAPOLIS CENTER	UNICOM
126.4 317.7	122.7 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2000-1 521 (600-1)	2040-1 561 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3700
CH 77608	174°	TDZE	1479
W17A		Apt Elev	1479

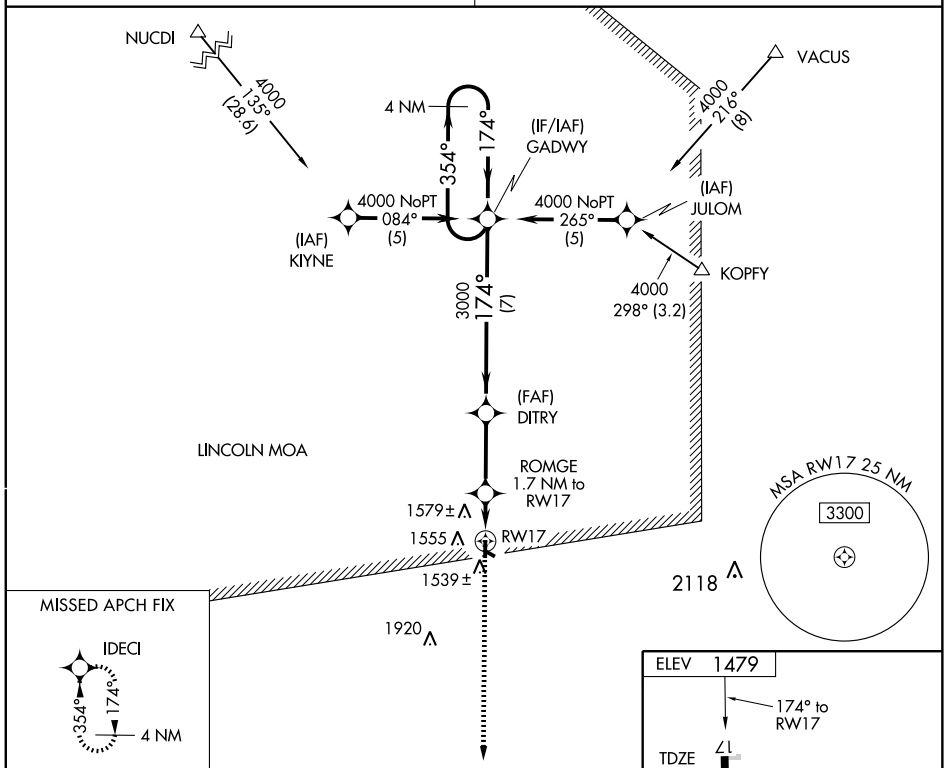
RNAV (GPS) RWY 17
FAIRBURY MUNI (FBY)

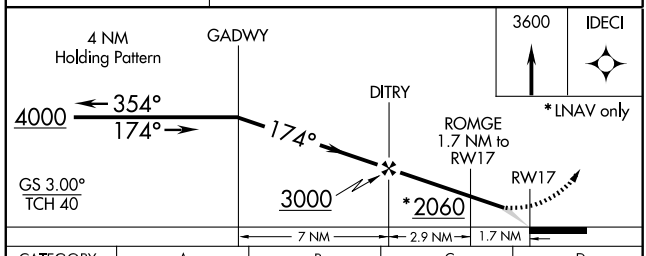
DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities ¼ mile; increase all MDA 40 feet.

NA

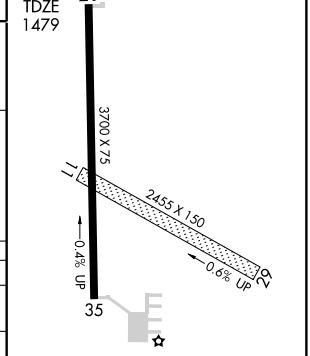
MISSED APPROACH: Climb to 3600 direct IDECI and hold.

MINNEAPOLIS CENTER	UNICOM
126.4 317.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1775-1	296 (300-1)	NA	
LNAV MDA	1840-1	361 (400-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 65808 W35A	APP CRS 354°	Rwy Idg 3700 TDZE 1477 Apt Elev 1479

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

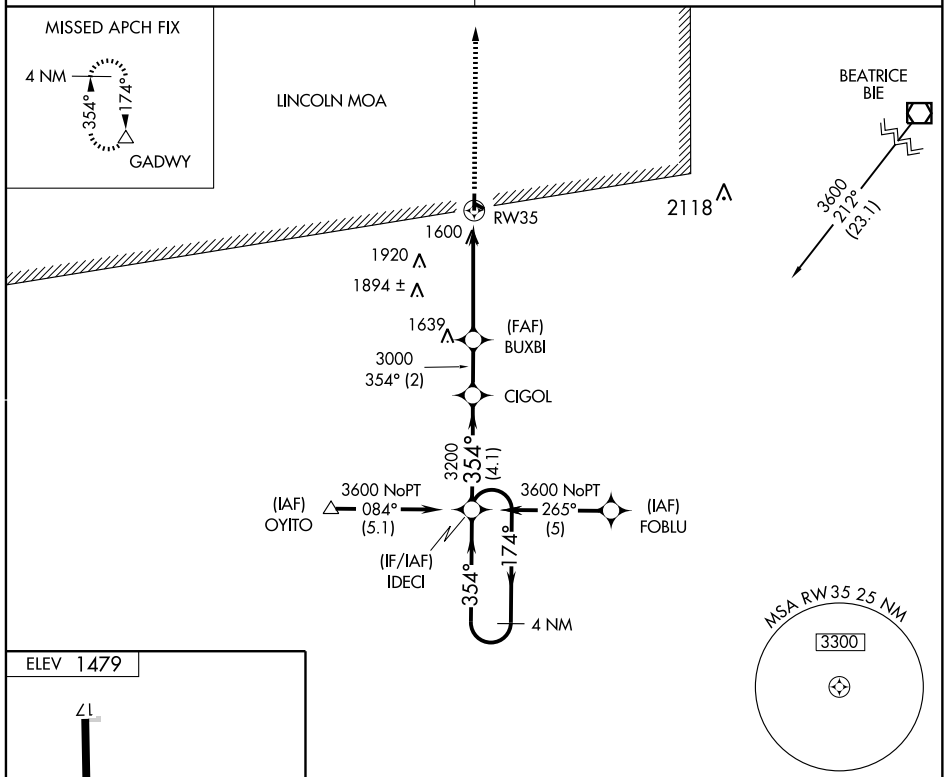
DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1796 feet and all visibilities ¼ mile; increase all MDA 40 feet.

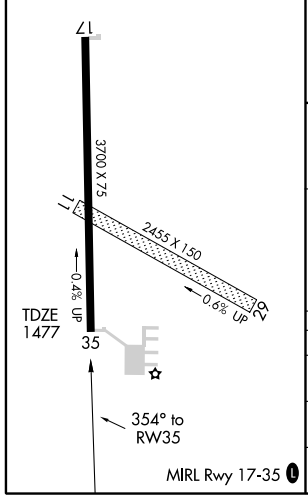
NA

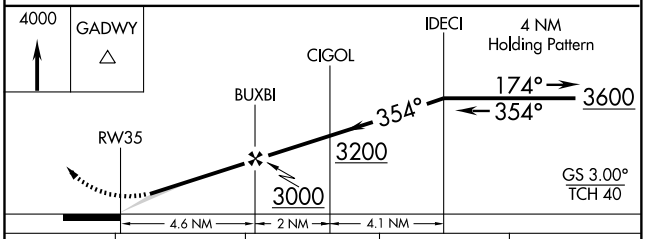
MISSED APPROACH: Climb to 4000 direct GADWY and hold.

MINNEAPOLIS CENTER 126.4 317.7

UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1773-1	296 (300-1)	NA	
LNAV MDA	1900-1	423 (500-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB FMZ 392	APP CRS 162°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636

NDB RWY 17

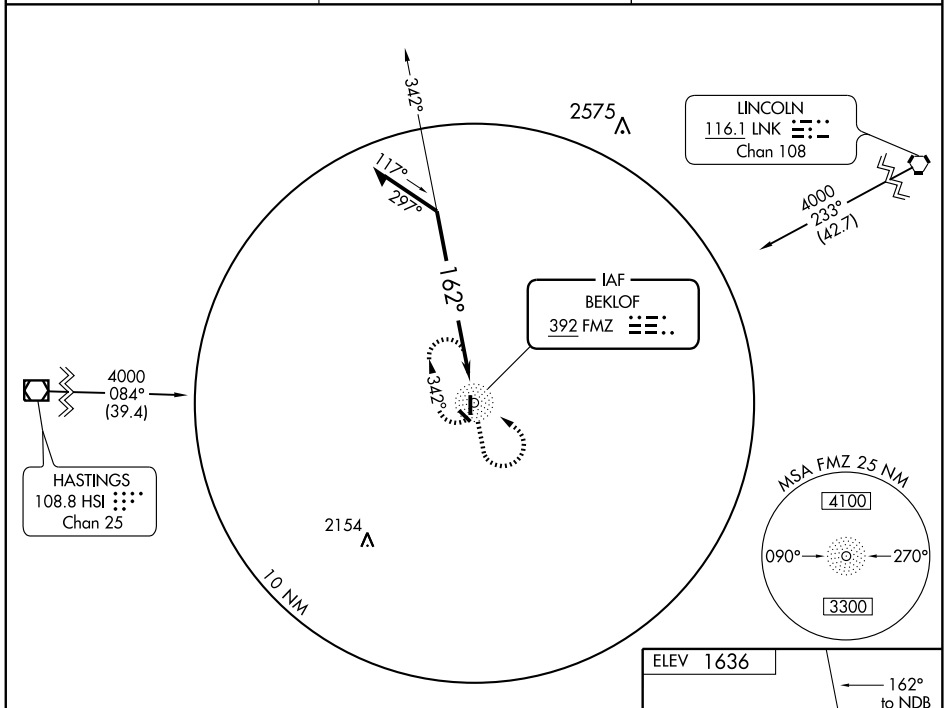
FAIRMONT STATE AIRFIELD (FMZ)

NA

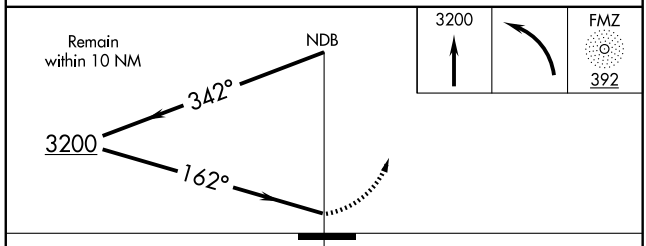
Use York altimeter setting.

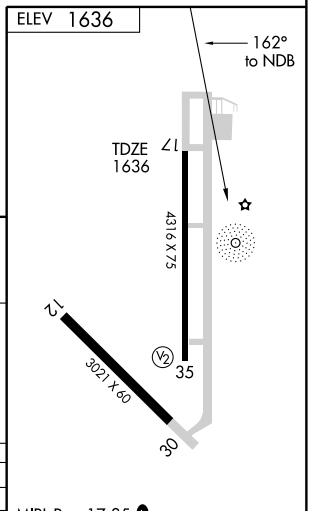
MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.





MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	2340-1	704 (800-1)	NA	
CIRCLING	2340-1	704 (800-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB FMZ	APP CRS	Rwy Idg	4316
392	001°	TDZE	1635
		Apt Elev	1636

NDB RWY 35

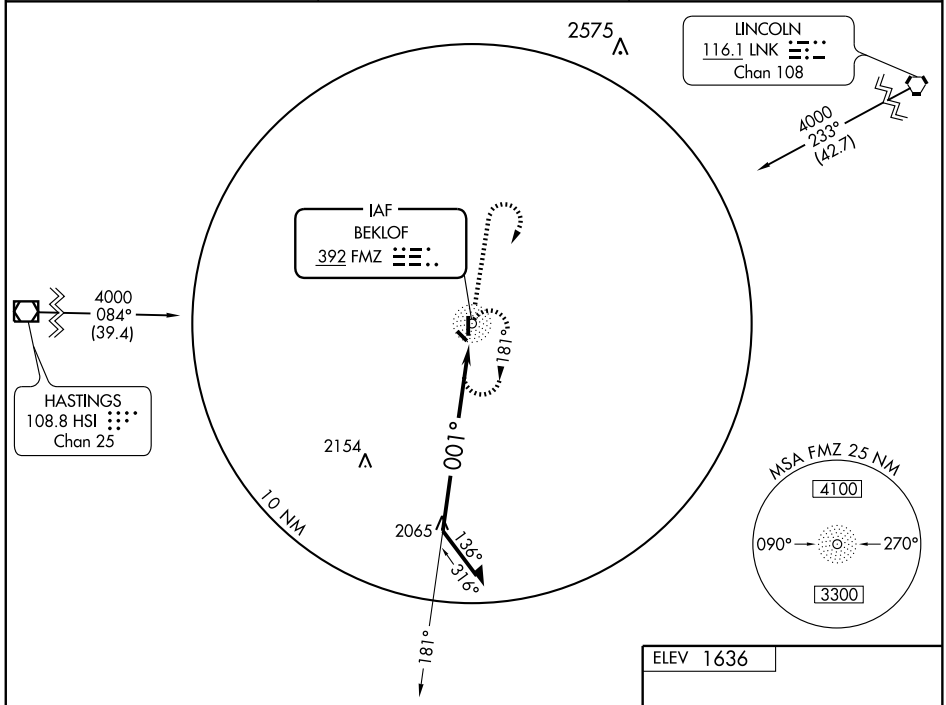
FAIRMONT STATE AIRFIELD (FMZ)

NA

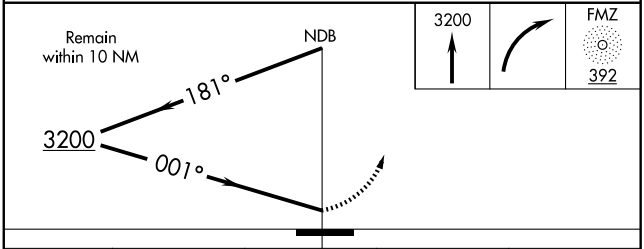
Use York altimeter setting.

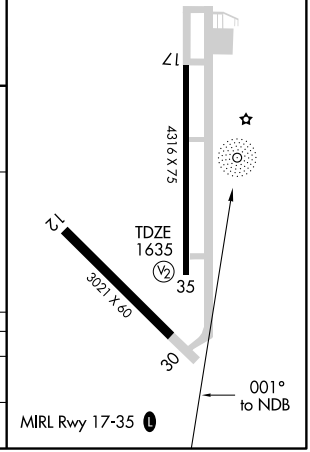
MISSED APPROACH: Climb to 3200 then right turn direct FMZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.





CATEGORY	A	B	C	D
S-35	2420-1 785 (800-1)	2420-1¼ 785 (800-1¼)	NA	
CIRCLING	2420-1 784 (800-1)	2420-1¼ 784 (800-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 69414 W17A	APP CRS 173°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636

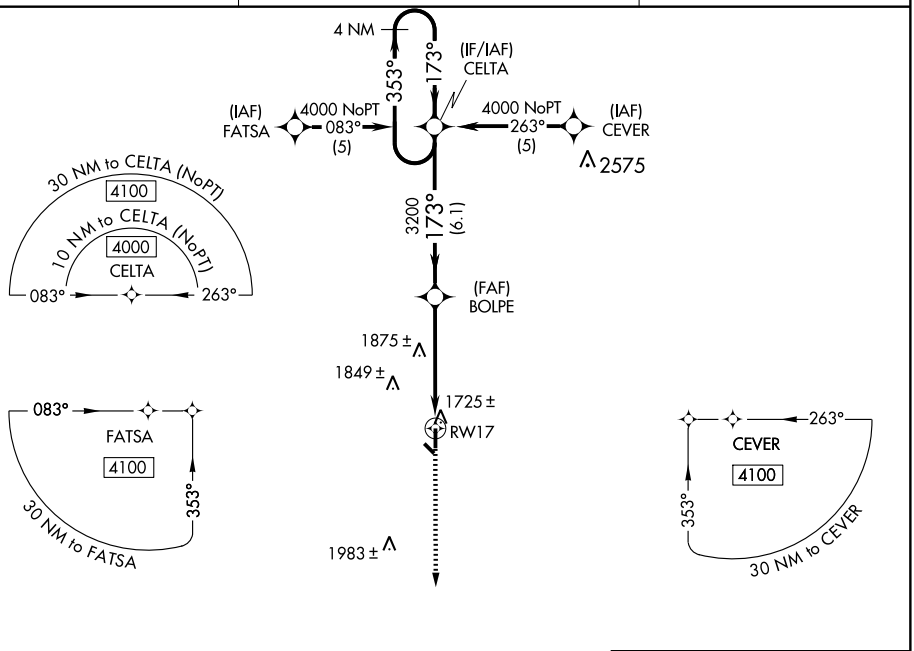
RNAV (GPS) RWY 17

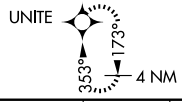
FAIRMONT STATE AIRFIELD (FMZ)

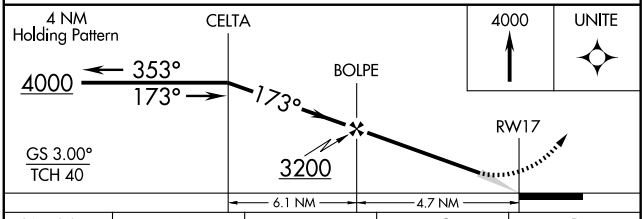
DME/DME RNP-0.3 NA. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct UNITE and hold.

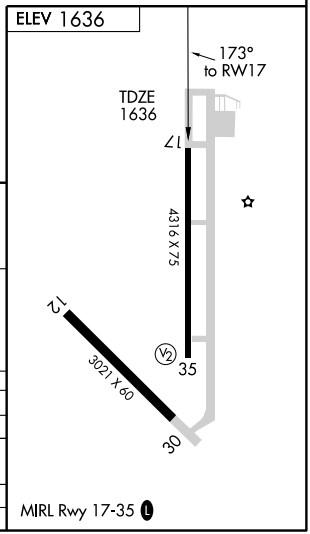
AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)	NA	
LNAV/VNAV DA	2043-1½	407 (500-1½)	NA	
LNAV MDA	2240-1	604 (700-1)	NA	
CIRCLING	2240-1	604 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4316
CH 93614	353°	TDZE	1636
W35A		Apt Elev	1636

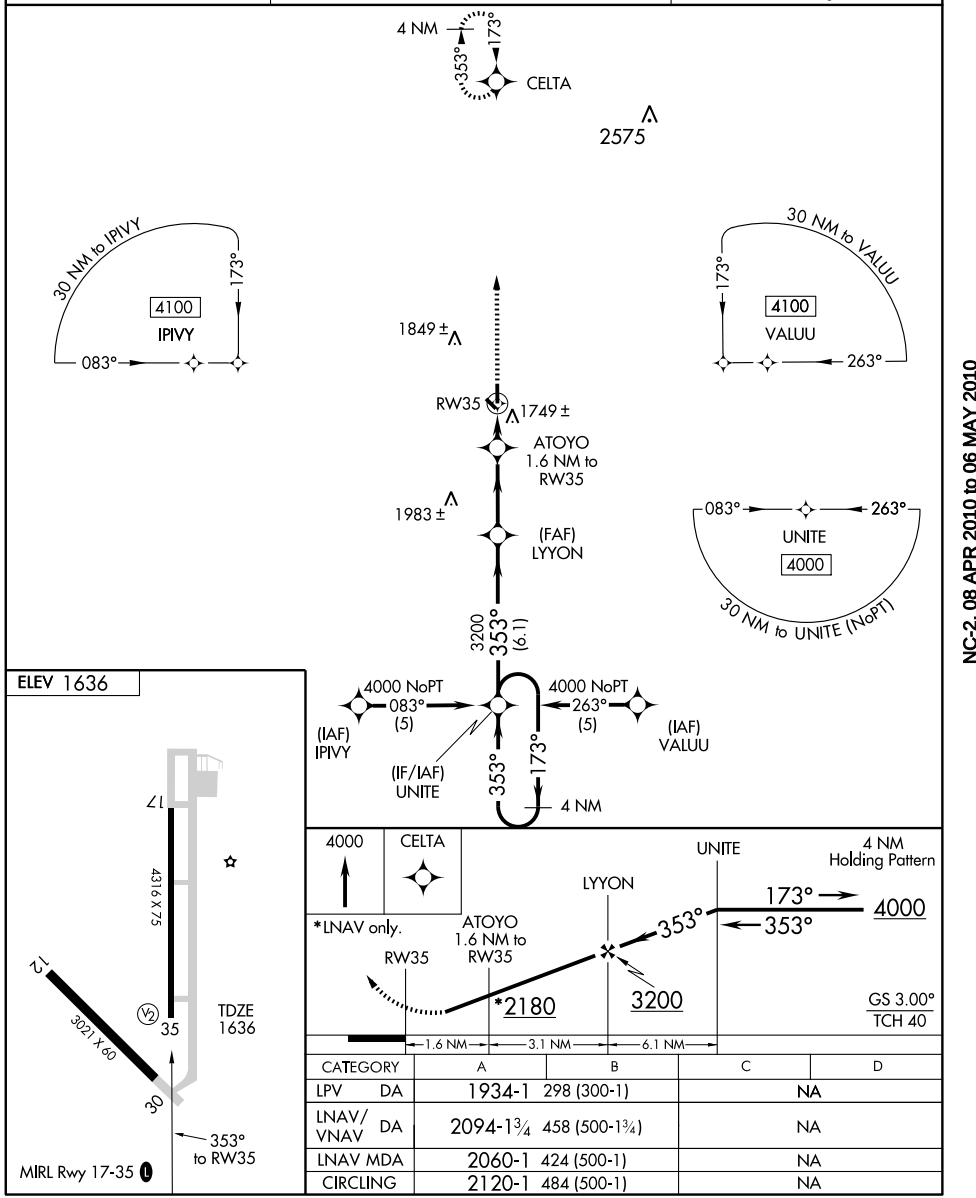
RNAV (GPS) RWY 35

FAIRMONT STATE AIRFIELD (FMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile. Baro-VNAV N/A.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



CATEGORY	A	B	C	D
LPV DA	1934-1 298 (300-1)		NA	
LNAV/VNAV DA	2094-1¾ 458 (500-1¾)		NA	
LNAV MDA	2060-1 424 (500-1)		NA	
CIRCLING	2120-1 484 (500-1)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

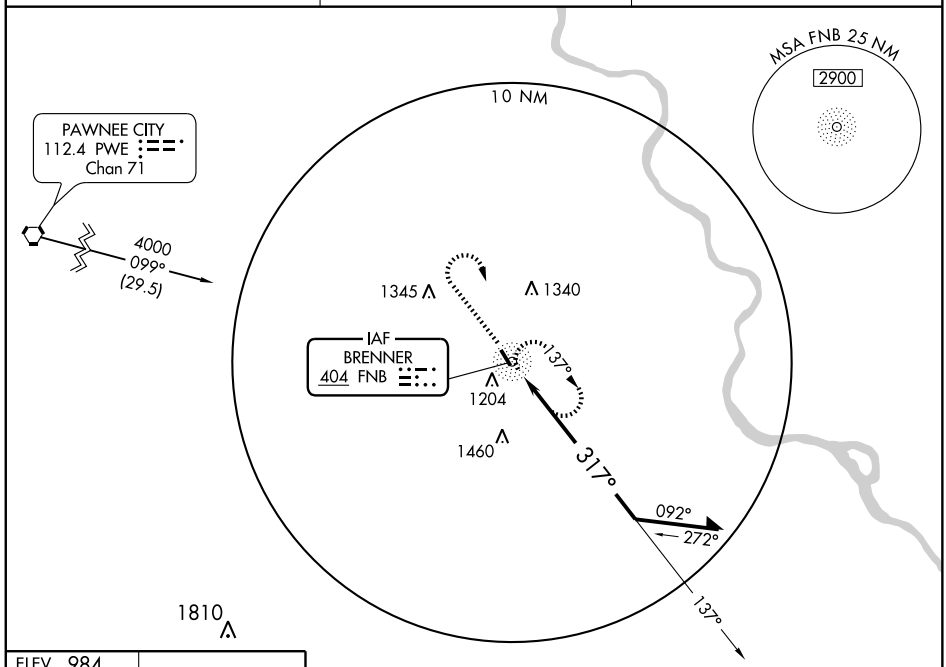
FNB NDB 404	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 984

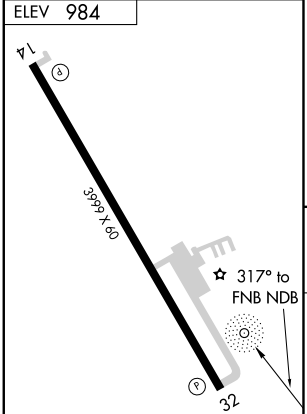
NDB-A

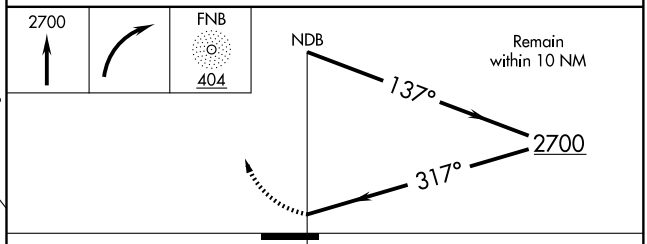
FALLS CITY/ BRENNER FIELD (FNB)

MISSED APPROACH: Climb to 2700 then right turn direct FNB NDB and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.27	122.1R	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1580-1	596 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3999
144°	TDZE	984
	Apt Elev	984

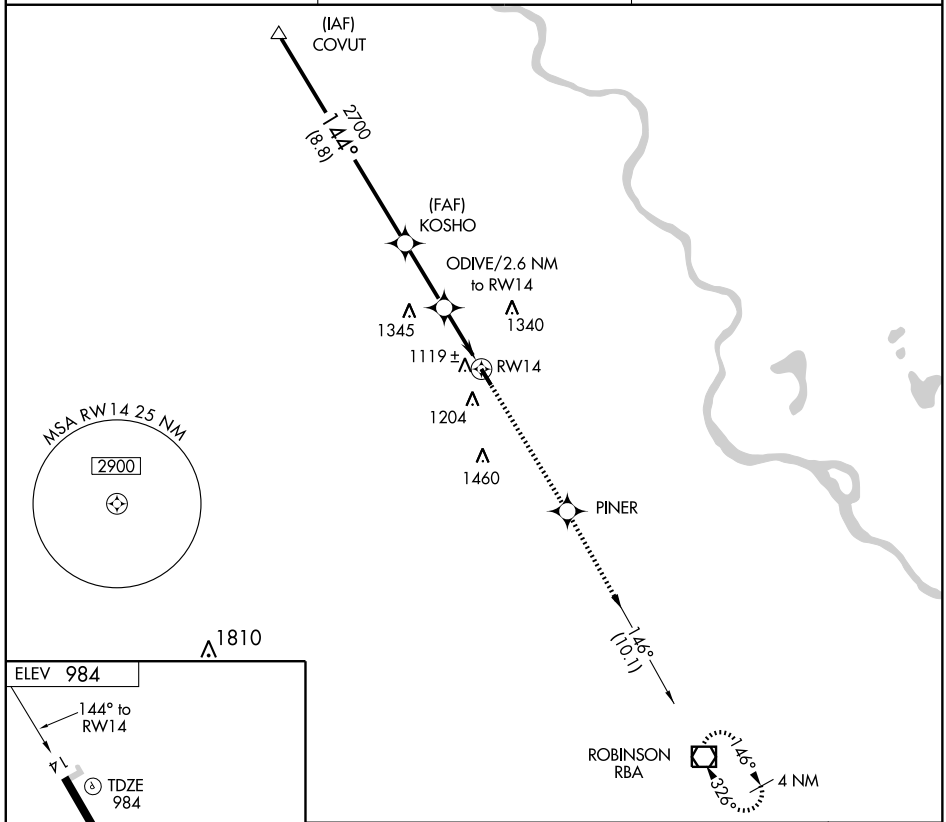
RNAV (GPS) RWY 14

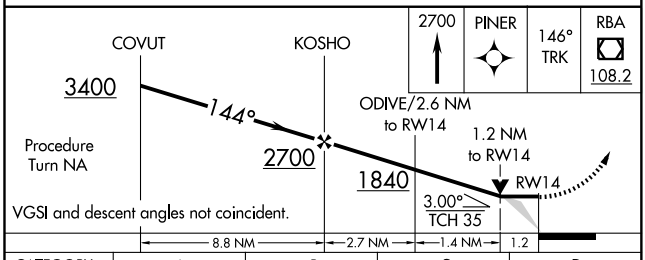
FALLS CITY/ BRENNER FIELD (FNB)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct PINER WP and via 146° track to RBA VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.27	122.1R	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1380-1	396 (400-1)	NA	
CIRCLING	1560-1	576 (600-1)	NA	

MIRL Rwy 14-32

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45520 W32A	APP CRS 324°	Rwy Idg 3999 TDZE 984 Apt Elev 984

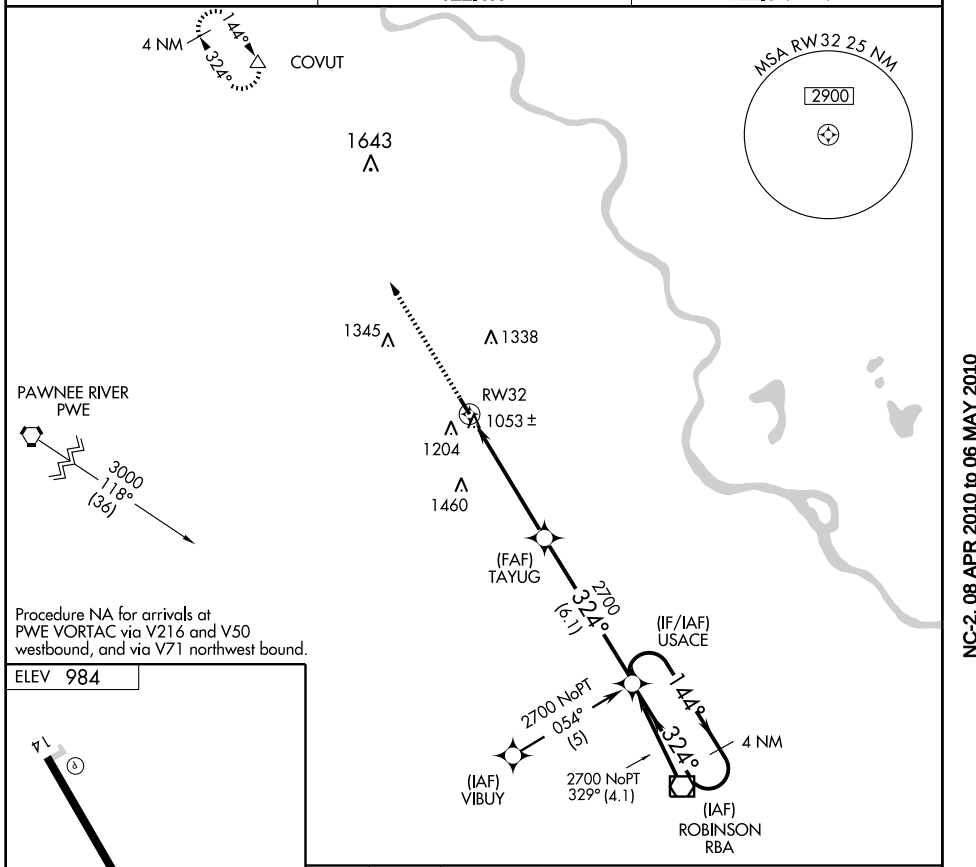
RNAV (GPS) RWY 32

FALLS CITY/ BRENNER FIELD (FNB)

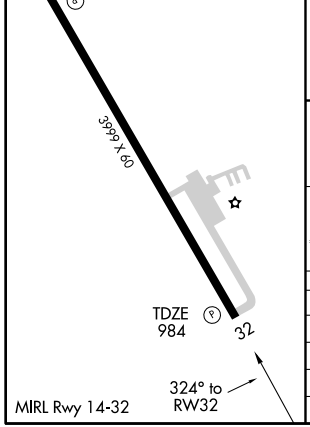
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lincoln Muni altimeter setting. If local altimeter setting not received, use Lincoln Muni altimeter setting and increase all DAs/MDAs 240 feet.

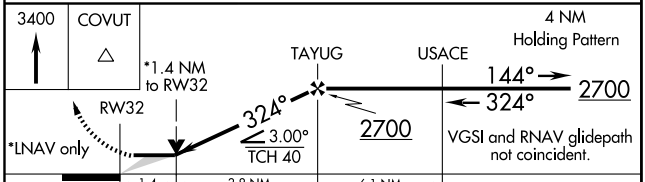
MISSED APPROACH: Climb to 3400 direct COVUT WP and hold.

ASOS 119.27	COLUMBUS RADIO 122.1R	UNICOM 122.8 (CTAF)



Procedure NA for arrivals at PWE VORTAC via V216 and V50 westbound, and via V71 northwest bound.





CATEGORY	A	B	C	D
LPV DA	1240-1 256 (300-1)		NA	
LNAV/VNAV DA	1420-1½ 436 (500-1½)		NA	
LNAV MDA	1460-1 476 (500-1)		NA	
CIRCLING	1560-1½ 576 (600-1½)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

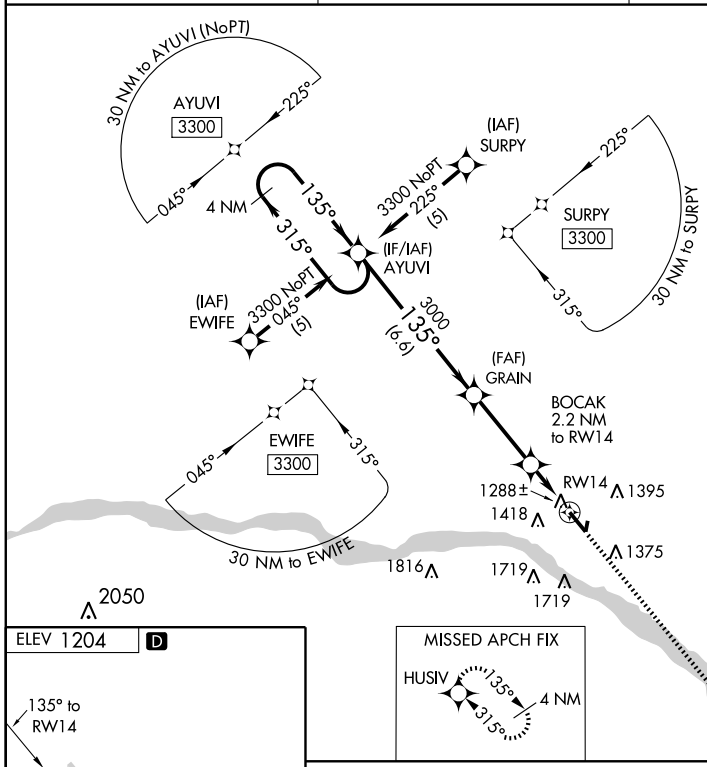
WAAS	APP CRS	Rwy Idg	5500
CH 82403	135°	TDZE	1203
W14A		Apt Elev	1204

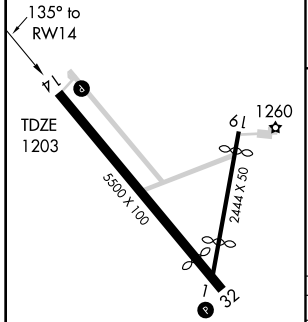
RNAV (GPS) RWY 14
FREMONT MUNI (FET)

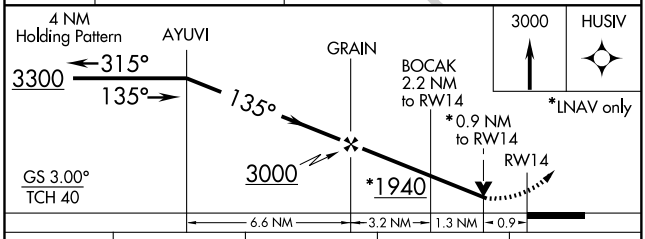
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all DAs 81 feet and MDAs 100 feet and increase LPV all Cats and circling Cat C visibility ½ mile, and LNAV visibility Cat C ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUSIV and hold.

AWOS-3	OMAHA APP CON	UNICOM
121.275	120.1 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1515-1 312 (400-1)			NA
LNAV MDA	1540-1 337 (400-1)			NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

REIL Rwy 14 L
MIRL Rwy 14-32

NC-2, 08 APR 2010 to 06 MAY 2010

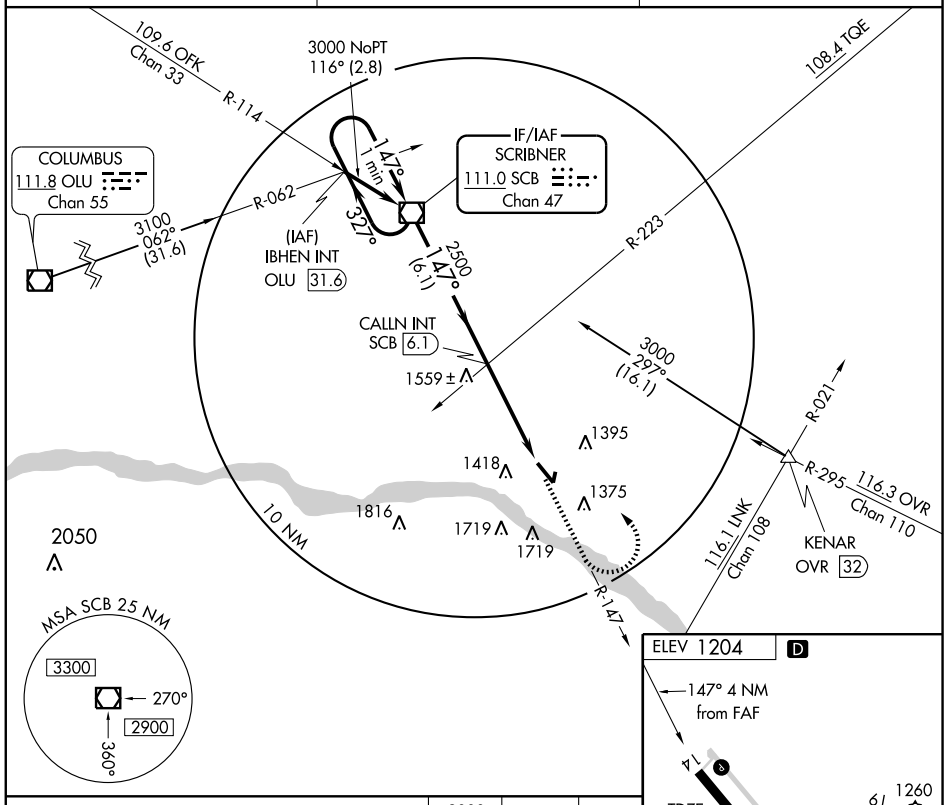
VOR/DME SCB 111.0 Chan 47	APP CRS 147°	Rwy Idg 5500 TDZE 1203 Apt Elev 1204

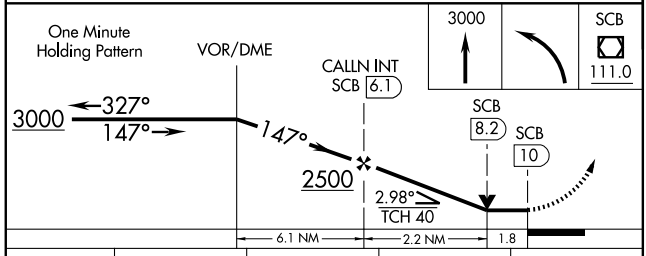
VOR RWY 14
FREMONT MUNI (FET)

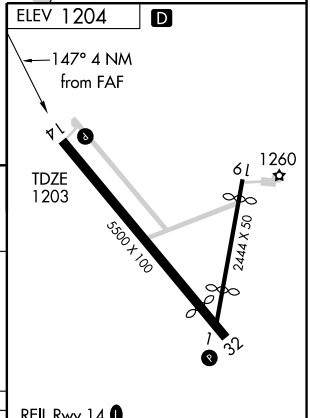
▼ ▲NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all MDAs 100 feet and increase S-14 and Circling Cat C visibility ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct SCB VOR/DME and hold.

AWOS-3	OMAHA APP CON	UNICOM
121.275	120.1 354.05	122.8 (CTAF) L







REIL Rwy 14 L
MIRL Rwy 14-32

CATEGORY	A	B	C	D
S-14	1820-1	617 (700-1)	1820-1¾ 617 (700-1¾)	NA
CIRCLING	1820-1	616 (700-1)	1820-1¾ 616 (700-1¾)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-2. 08 APR 2010 to 06 MAY 2010

NDB GRN	APP CRS	Rwy Idg	5196
414	216°	TDZE	3561
		Apt Elev	3561

NDB RWY 22
GORDON MUNI (GRN)

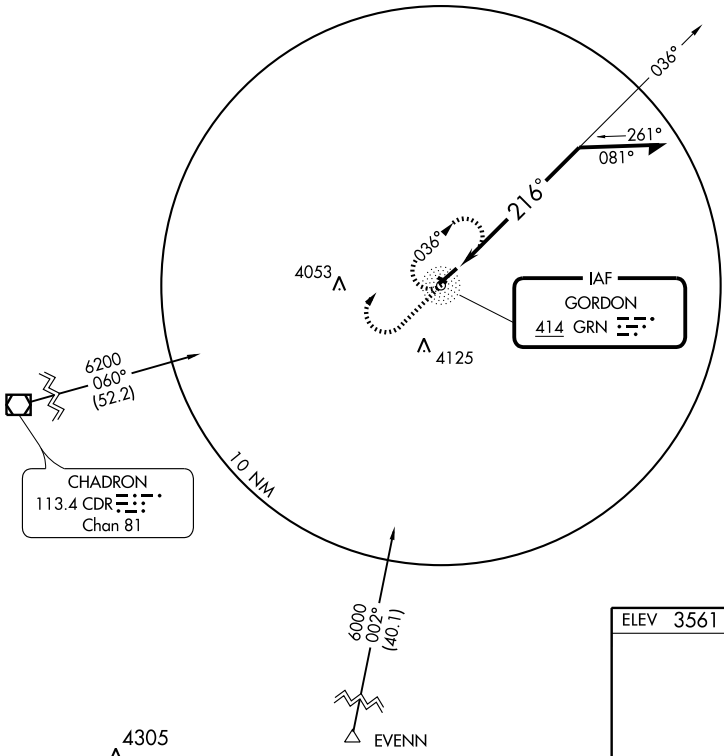
Use Pine Ridge, SD altimeter setting.

NA

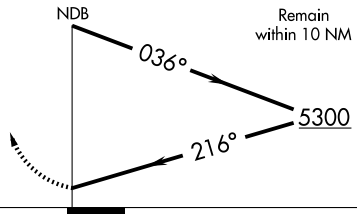
MISSED APPROACH: Climb to 5300 then right turn direct GRN NDB and hold.

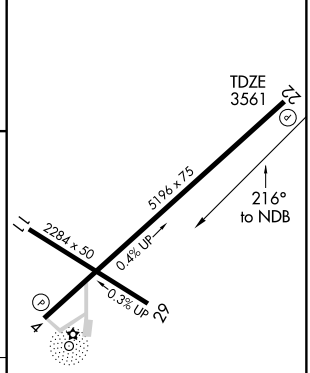
DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) L









MIRL Rwys 4-22 and 11-29 L

CATEGORY	A	B	C	D
S-22	4240-1	679 (700-1)	4240-2 679 (700-2)	4240-2 ¼ 679 (700-2 ¼)
CIRCLING	4240-1	679 (700-1)	4240-2 679 (700-2)	4400-2 ¾ 839 (900-2 ¾)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5196
CH 65909	040°	TDZE	3545
W04A		Apt Elev	3562

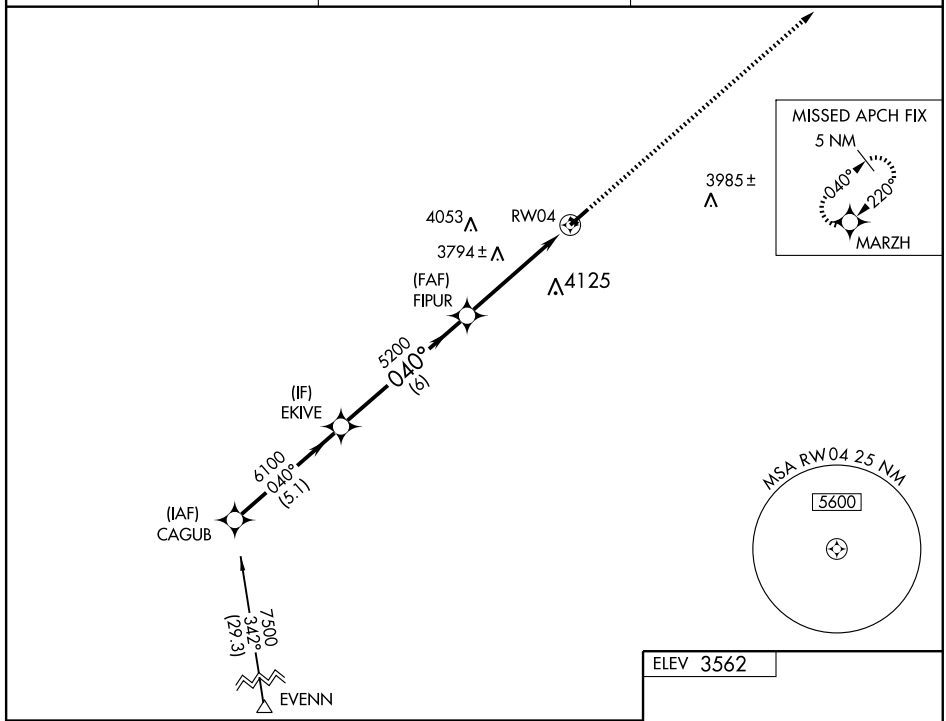
RNAV (GPS) RWY 4
GORDON MUNI (GRN)

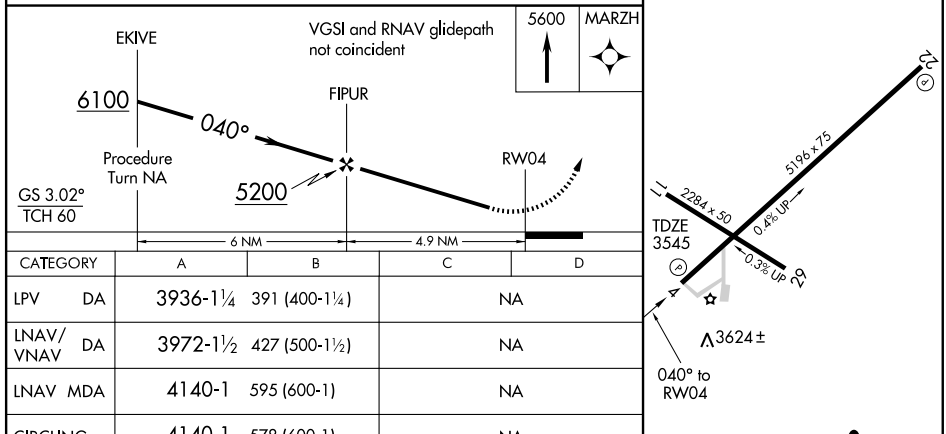
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge, SD altimeter setting when not received, use Chadron altimeter setting and increase DA 53 feet, and all MDA 60 feet. Increase all LPV and LNAV/VNAV visibility ¼ mile. Baro-VNAV NA.

NA

MISSED APPROACH: Climb to 5600 direct MARZH and hold.

PINE RIDGE, SD ASOS	DENVER CENTER	UNICOM
126.775	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3936-1¼	391 (400-1¼)	NA	
LNAV/VNAV DA	3972-1½	427 (500-1½)	NA	
LNAV MDA	4140-1	595 (600-1)	NA	
CIRCLING	4140-1	578 (600-1)	NA	

MIRL Rwys 4-22 and 11-29 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5196
CH 86609	220°	TDZE	3562
W22A		Apt Elev	3562

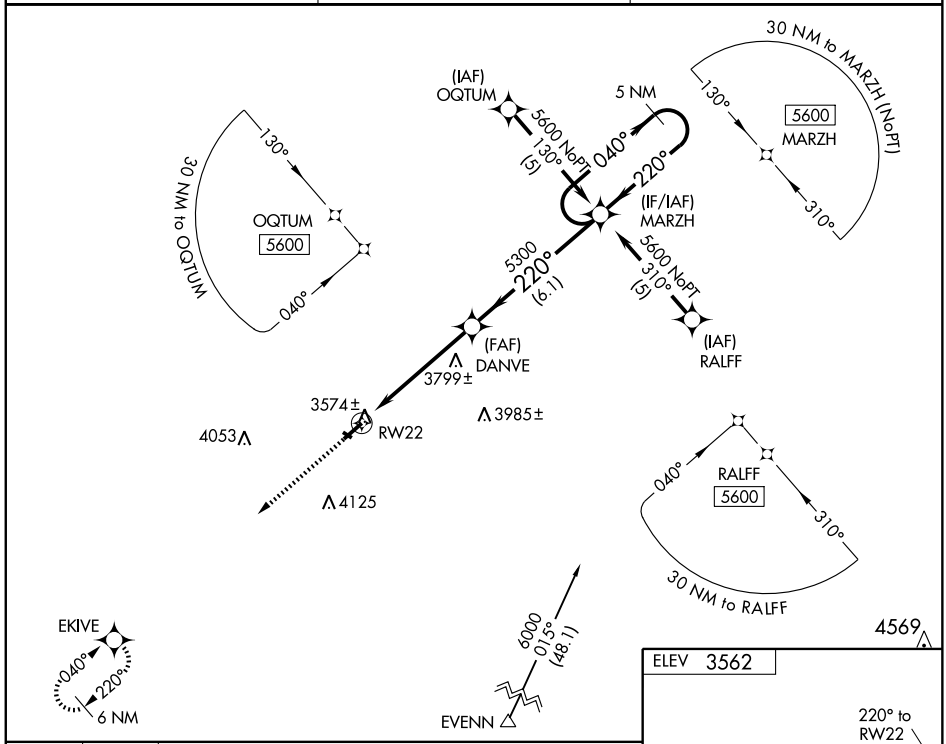
RNAV (GPS) RWY 22
GORDON MUNI (GRN)

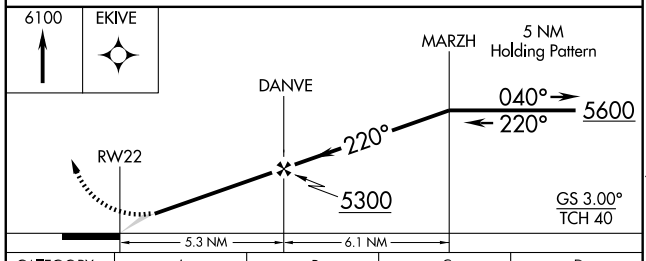
DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Pine Ridge, SD altimeter setting, when not received, use Chadron altimeter setting and increase DA 53 feet, all MDA 60 feet and increase all LNAV/VNAV visibility ¼ mile.

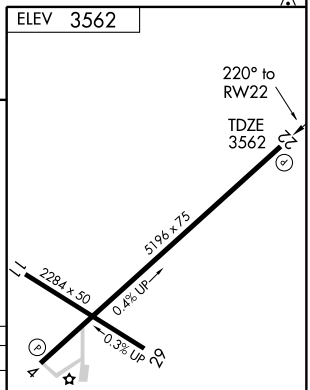
NA

MISSED APPROACH: Climb to 6100 direct EKIVE and hold.

PINE RIDGE, SD ASOS	DENVER CENTER	UNICOM
126.775	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3890-1¼ 328 (400-1¼)		NA	
LNAV/VNAV DA	3922-1¼ 360 (400-1¼)		NA	
LNAV MDA	4140-1 578 (600-1)		NA	
CIRCLING	4140-1 578 (600-1)		NA	

MIRL Rwys 4-22 and 11-29 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	N/A
304°	TDZE	N/A
	Apt Elev	2559

NDB-A

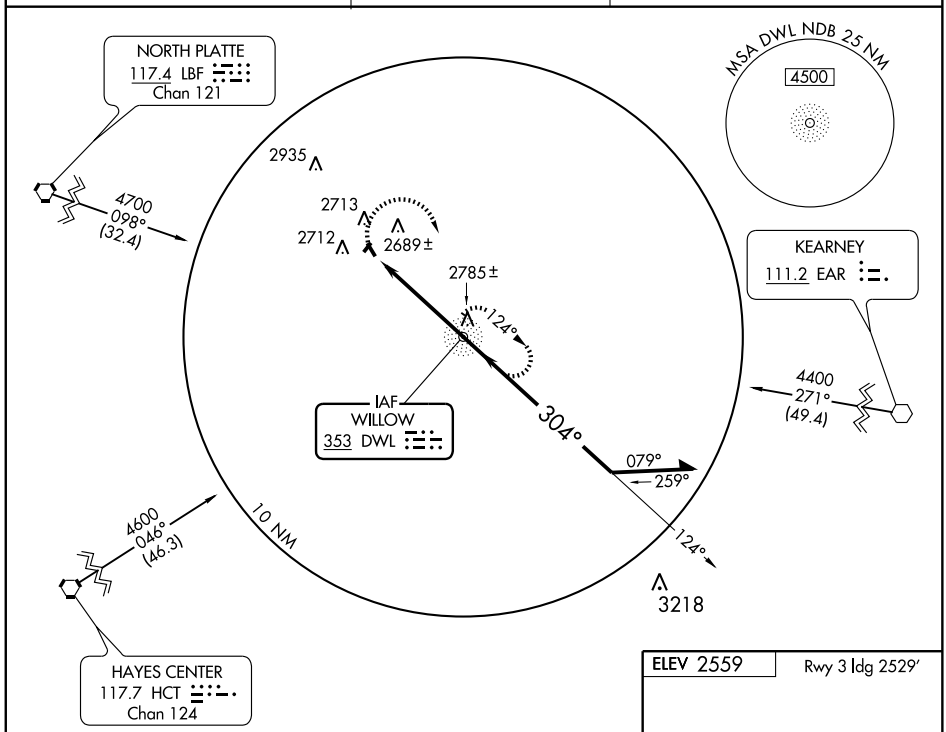
GOTHENBURG/QUINN FIELD (GTE)

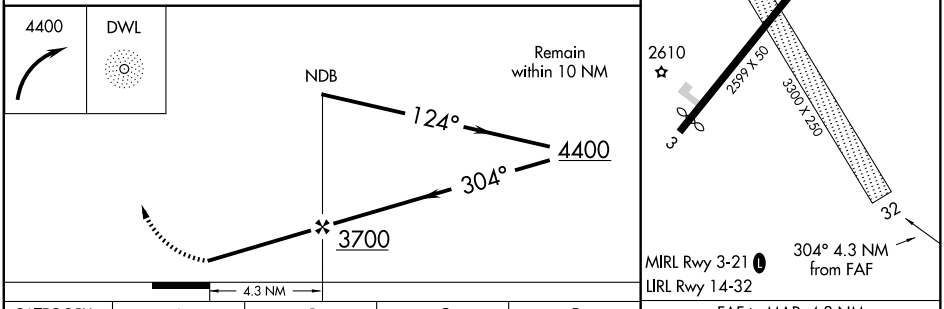
NA

Use Jim Kelly Field altimeter setting; if not received, use North Platte altimeter setting, and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4400 direct DWL NDB and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	3140-1 581 (600-1)		3140-1½ 581 (600-1½)	NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	2529
030°	TDZE	2559
	Apt Elev	2559

RNAV (GPS) RWY 3

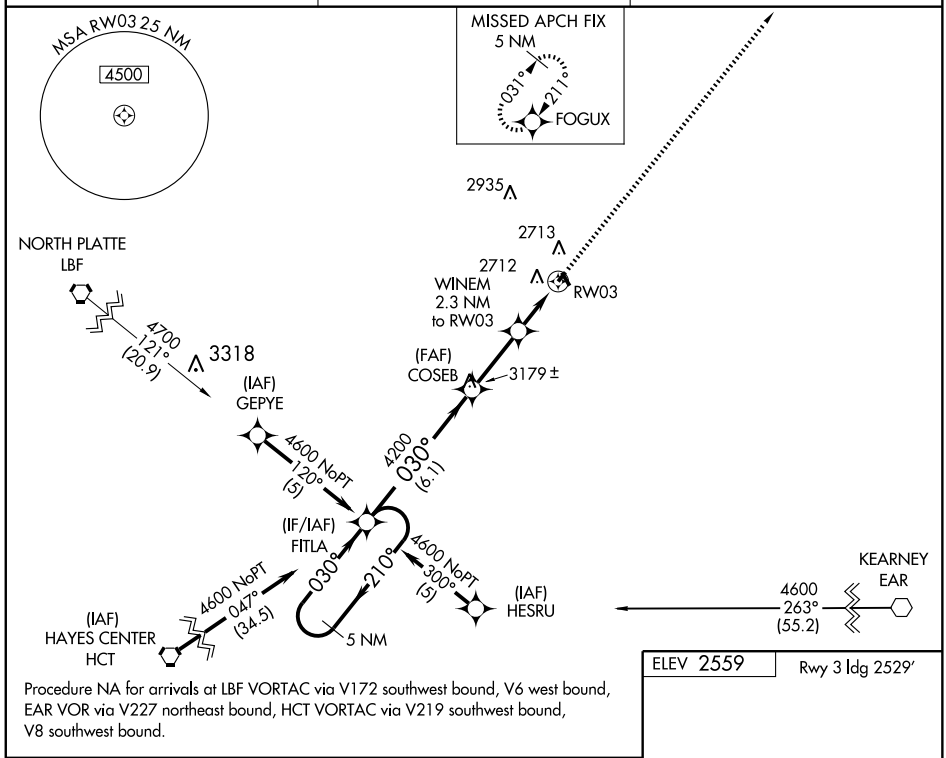
GOTHENBURG/QUINN FIELD (GTE)

DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

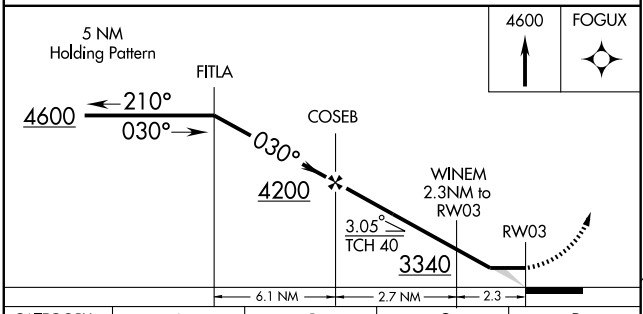
NA

MISSED APPROACH: Climb to 4600 direct FOGUX and hold.

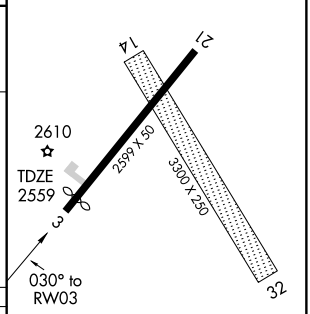
JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L



Procedure NA for arrivals at LBF VORTAC via V172 southwest bound, V6 west bound, EAR VOR via V227 northeast bound, HCT VORTAC via V219 southwest bound, V8 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	3080-1	521 (600-1)	3080-1 ½ 521 (600-1½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1 ½ 581 (600-1½)	NA



MIRL Rwy 3-21 L
LIRL Rwy 14-32

NC-2. 08 APR 2010 to 06 MAY 2010

GOTHENBURG, NEBRASKA AL-6371 (FAA)

APP CRS	Rwy Idg	2599
210°	TDZE	2559
	Apt Elev	2559

RNAV (GPS) RWY 21

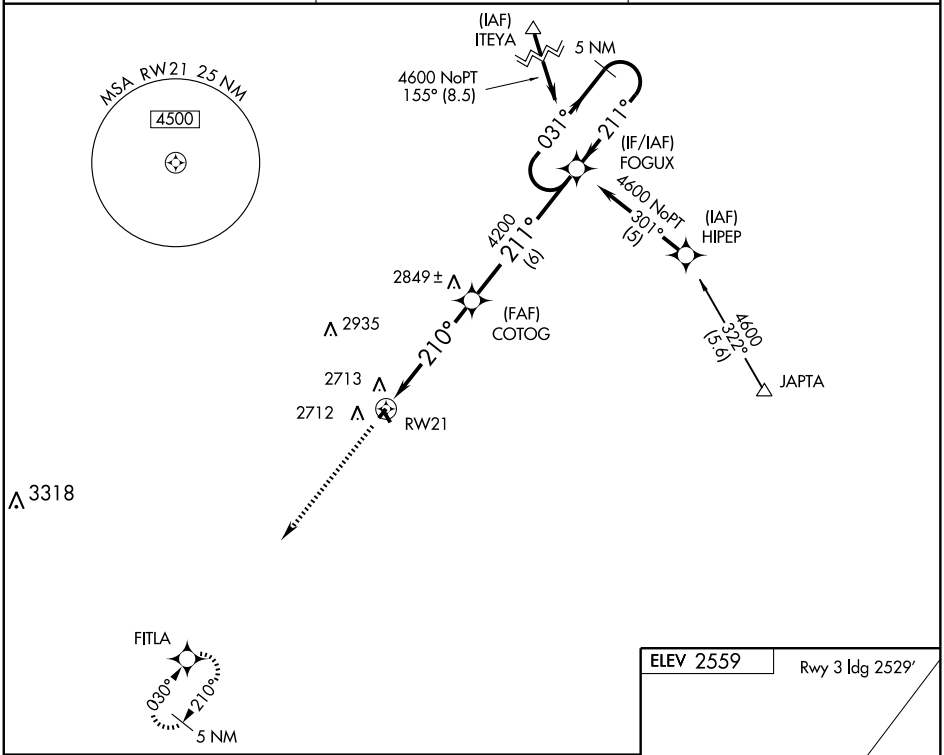
GOTHENBURG/QUINN FIELD (GTE)

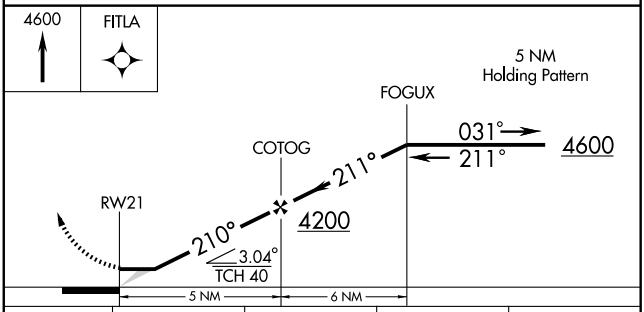
NA

DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

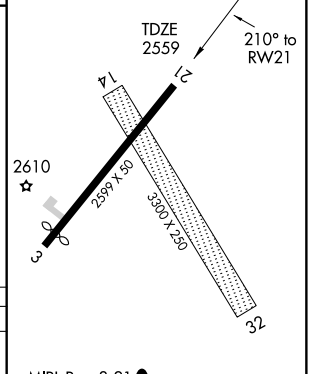
MISSED APPROACH: Climb to 4600 direct FITLA and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3080-1	521 (600-1)	3080-1½ 521 (600-1½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

VOR OZB	APP CRS	Rwy Idg	N/A
109.0	287°	TDZE	N/A
		Apt Elev	2559

VOR-A

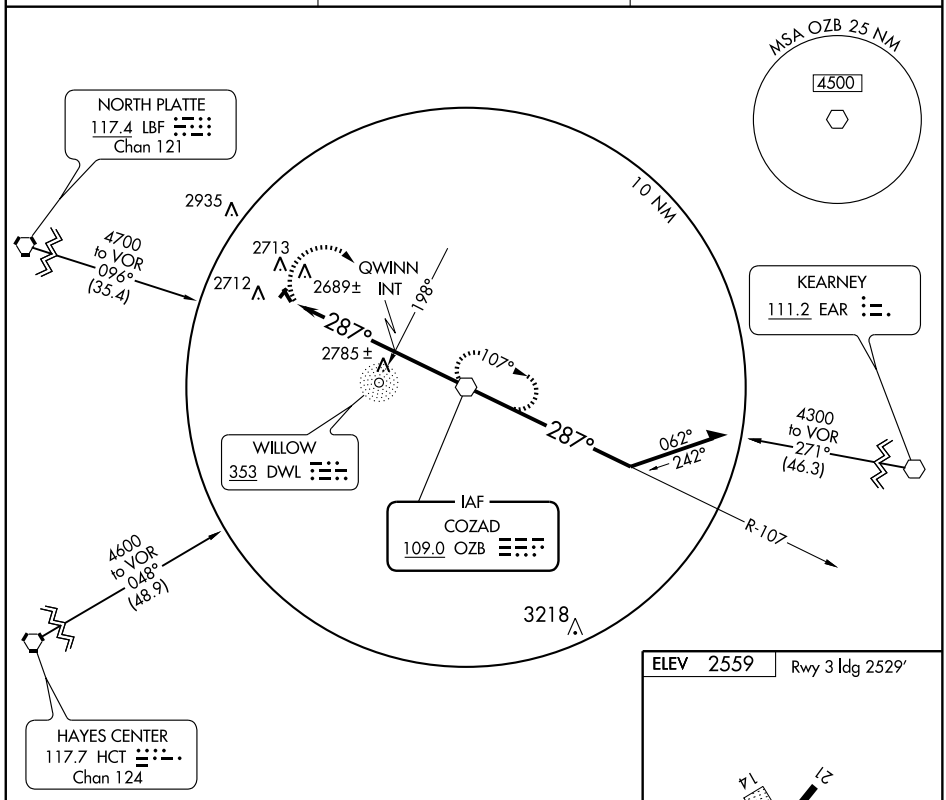
GOTHENBURG/QUINN FIELD (GTE)

Use Jim Kelly Field altimeter setting. If not received use North Platte altimeter setting and increase all MDAs 40 feet.

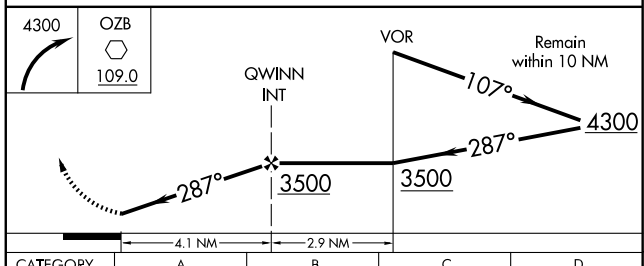
NA

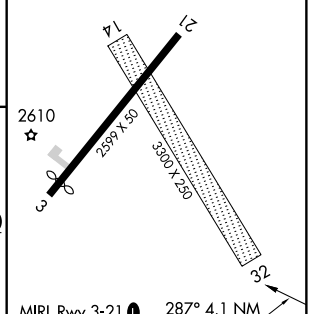
MISSED APPROACH: Climbing right turn to 4300 direct OZB VOR and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA

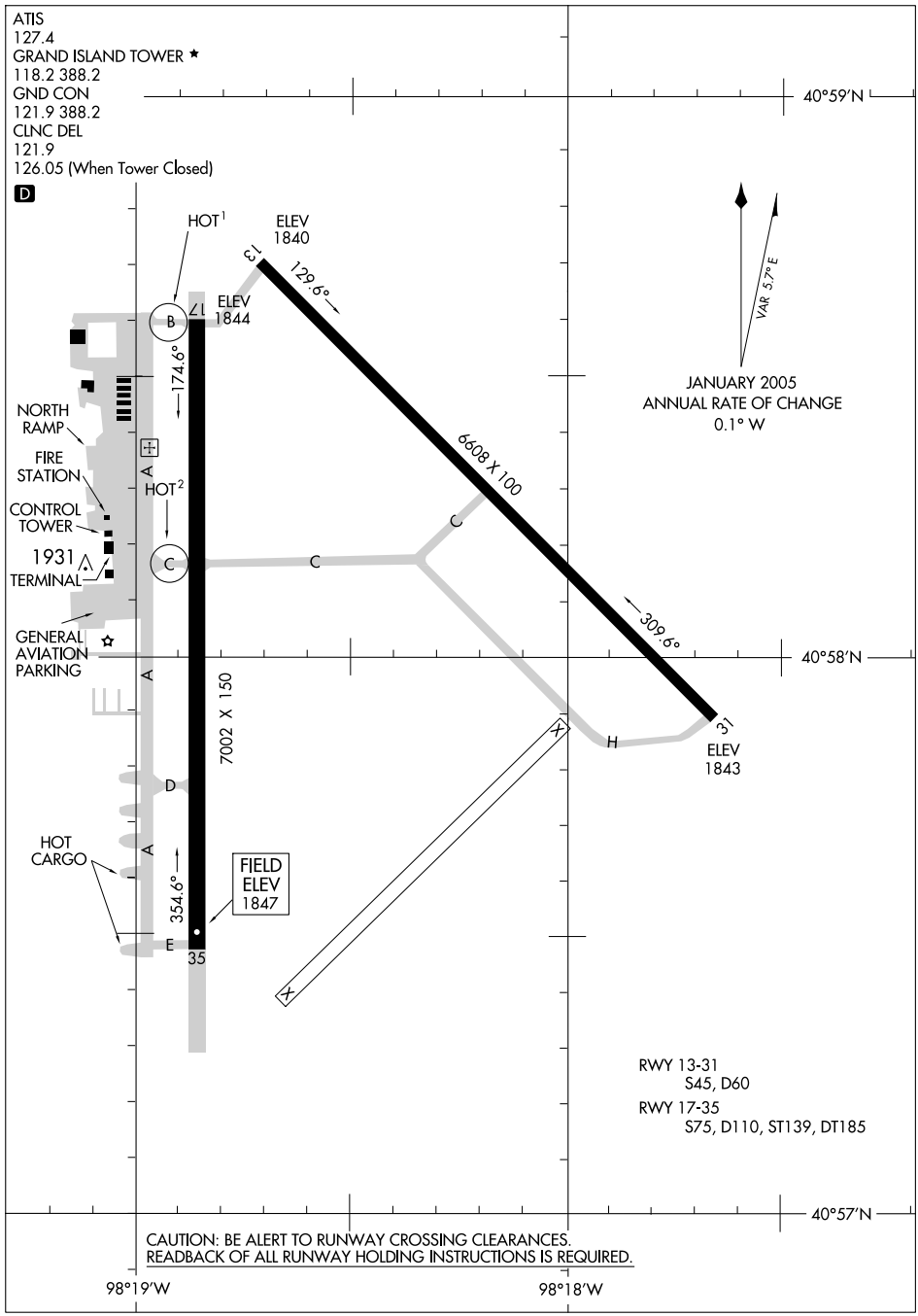
FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)
AL-173 (FAA)
GRAND ISLAND, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	353°	TDZE	1847
		Apt Elev	1847

ILS or LOC RWY 35

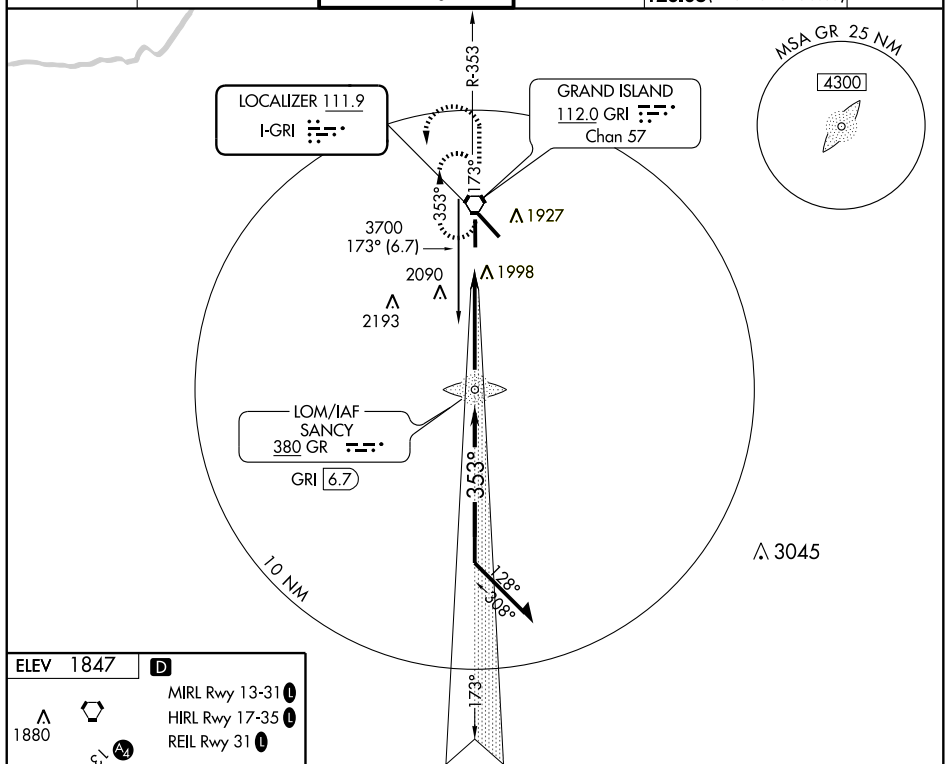
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

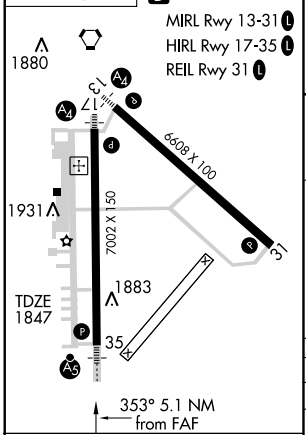
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

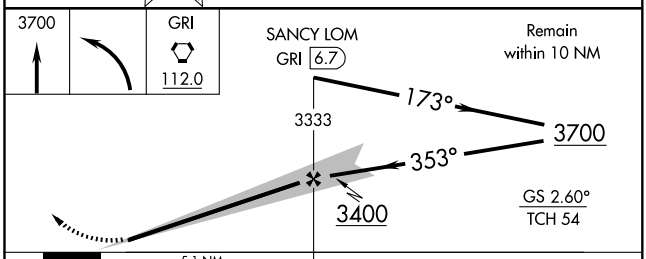
MALSR

MISSED APPROACH: Climb to 3700 then left turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 35	*2047-24 200 (200-½)			
S-LOC 35	2200-24 353 (400-½)			2200-40 353 (400-¾)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	173°	TDZE	1844
		Apt Elev	1847

LOC/DME BC RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

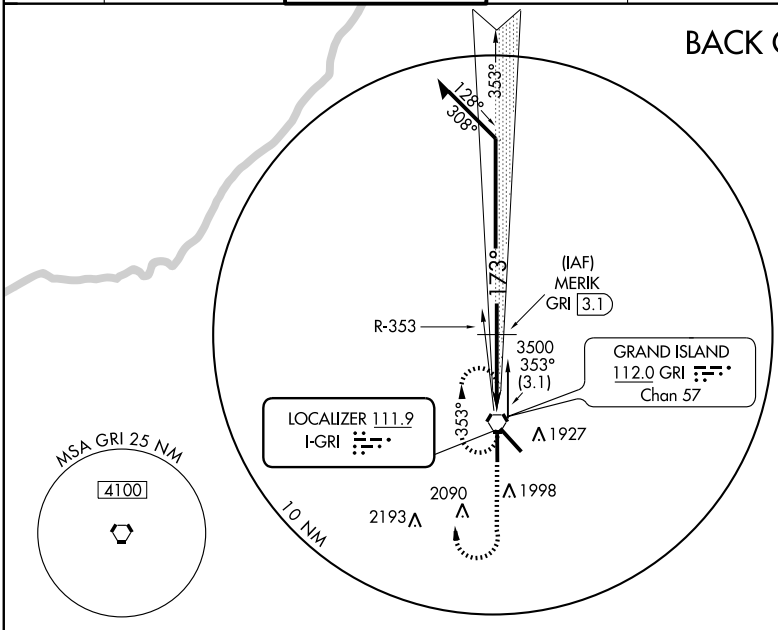
Simultaneous reception of I-GRI and GRI DME required. Disregard glide slope indications.

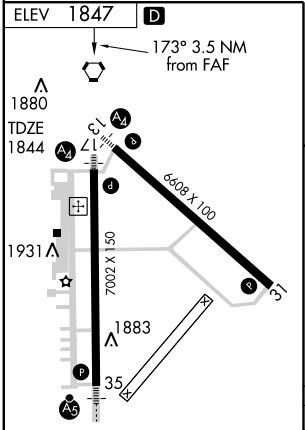
MALS

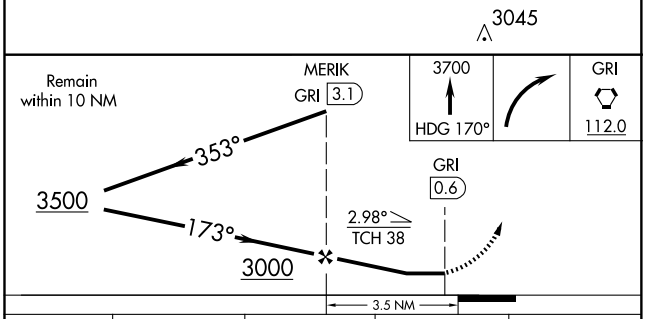
MISSED APPROACH: Climb to 3700 heading 170° then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER ★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95

BACK COURSE







CATEGORY	A	B	C	D
S-17	2160-¾ 316 (400-¾)			2160-1 316 (400-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6608
CH 53399	128°	TDZE	1842
W13A		Apt Elev	1847

RNAV (GPS) RWY 13

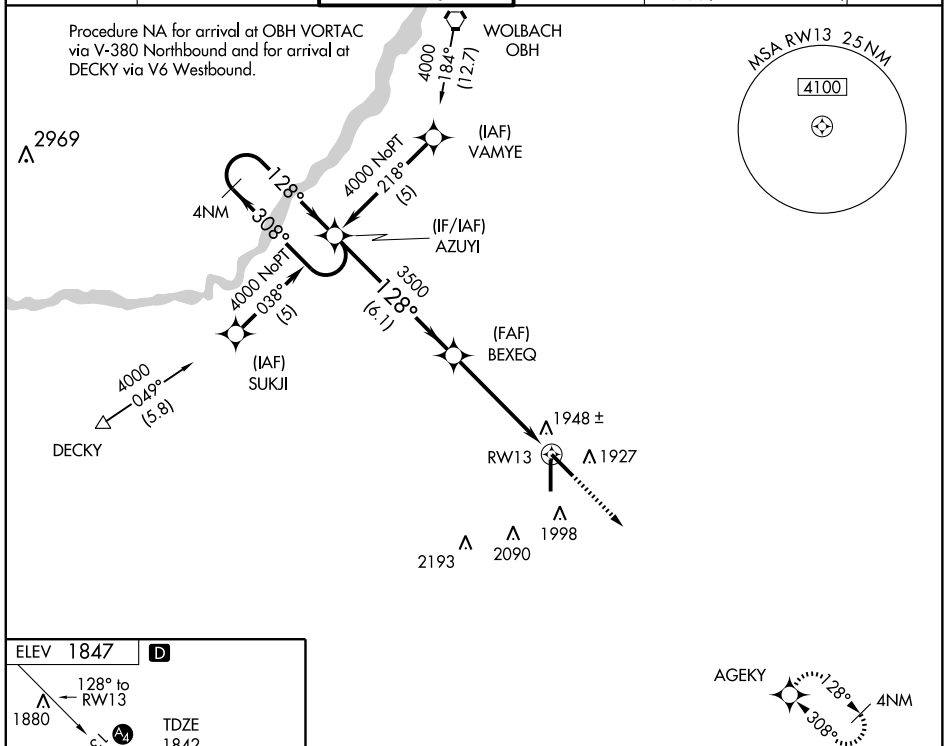
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

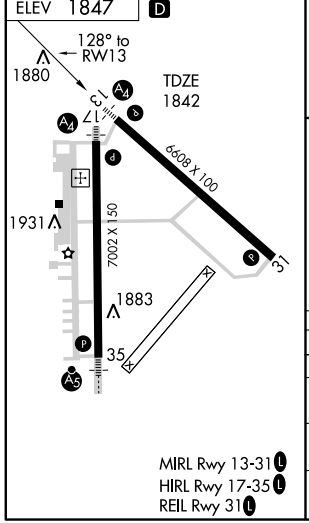
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV.

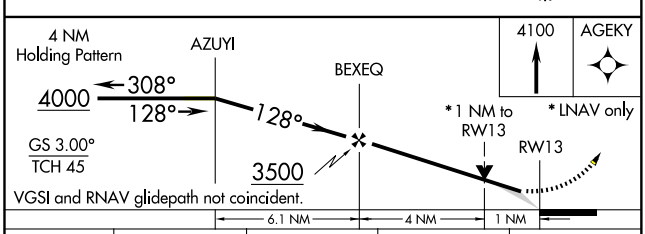
MALS

MISSED APPROACH: Climb to 4100 direct AGEKY and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2092-¾ 250 (300-¾)			
LNAV/ VNAV DA	2247-1½ 405 (400-1½)			
LNAV MDA	2200-¾ 358 (400-¾)			2200-1¼ 358 (400-1¼)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 60999 W17A	APP CRS 173°	Rwy Idg 7002 TDZE 1844 Apt Elev 1847

RNAV (GPS) RWY 17

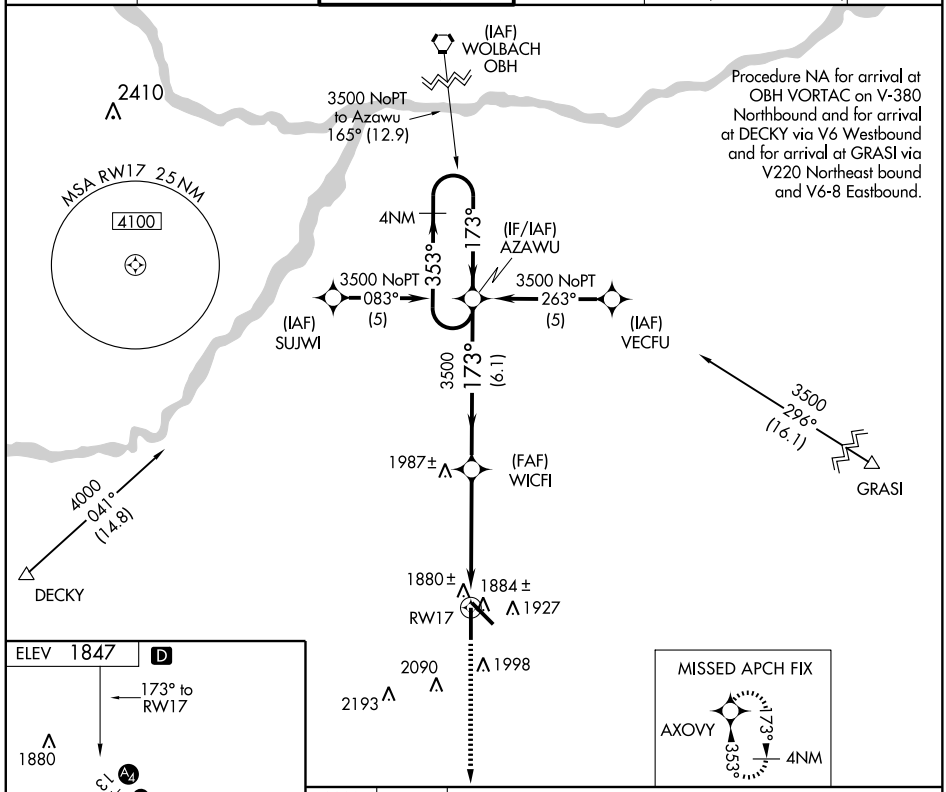
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

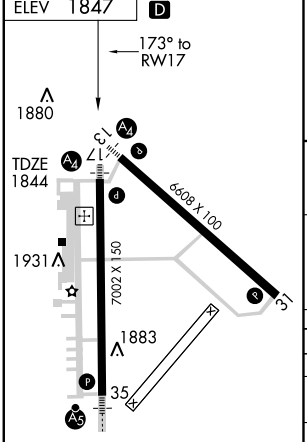
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV.

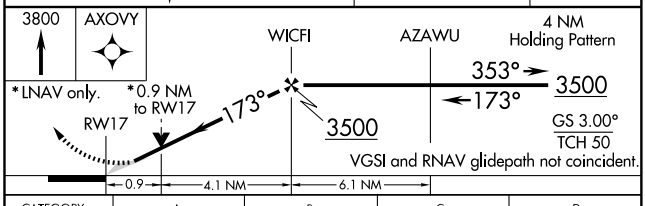
MALS

MISSED APPROACH: Climb to 3800 direct AXOVY and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2094-¾ 250 (300-¾)			
LNAV/ VNAV DA	2138-¾ 294 (300-¾)			2138-1 294 (300-1)
LNAV MDA	2160-¾ 316 (400-¾)			2160-1 316 (400-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6608
308°	TDZE	1844
	Apt Elev	1847

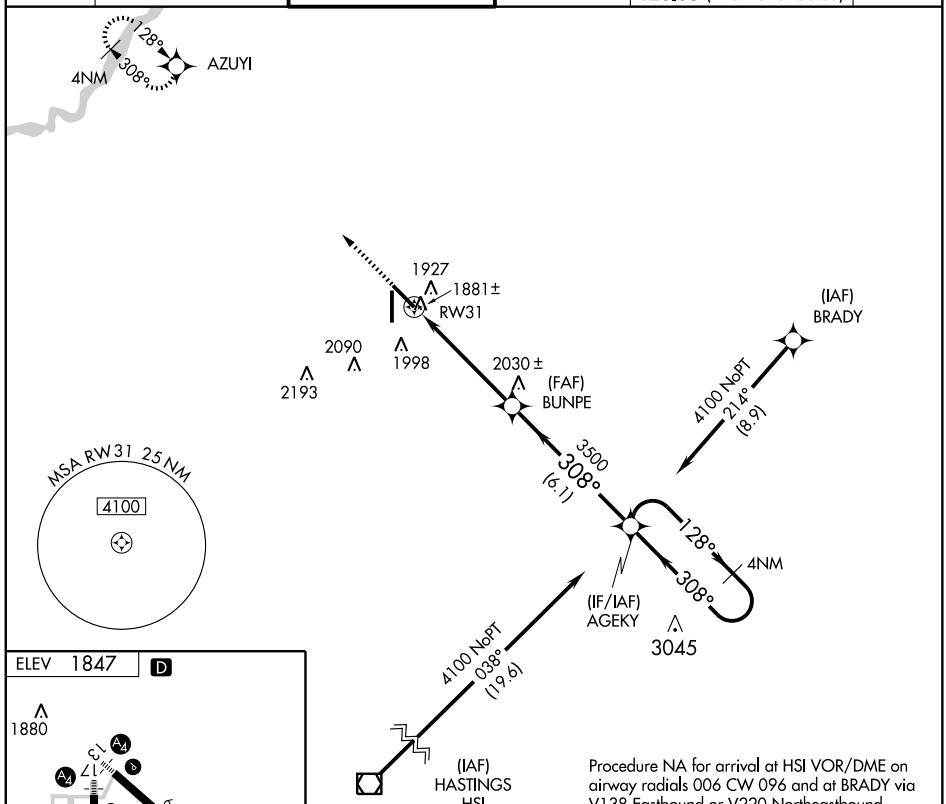
RNAV (GPS) RWY 31

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

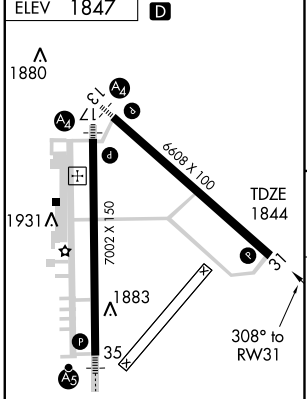
A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora altimeter setting.

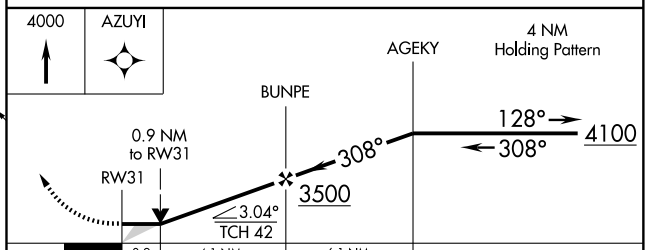
MISSED APPROACH: Climb to 4000 direct AZUYI and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER ★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95



Procedure NA for arrival at HSI VOR/DME on airway radials 006 CW 096 and at BRADY via V138 Eastbound or V220 Northeastbound.





MIRL Rwy 13-31 L
HIRL Rwy 17-35 L
REIL Rwy 31 L

CATEGORY	A	B	C	D
LNAV MDA	2180-1 336 (400-1)			
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7002
CH 86799	353°	TDZE	1847
W35A		Apt Elev	1847

RNAV (GPS) RWY 35

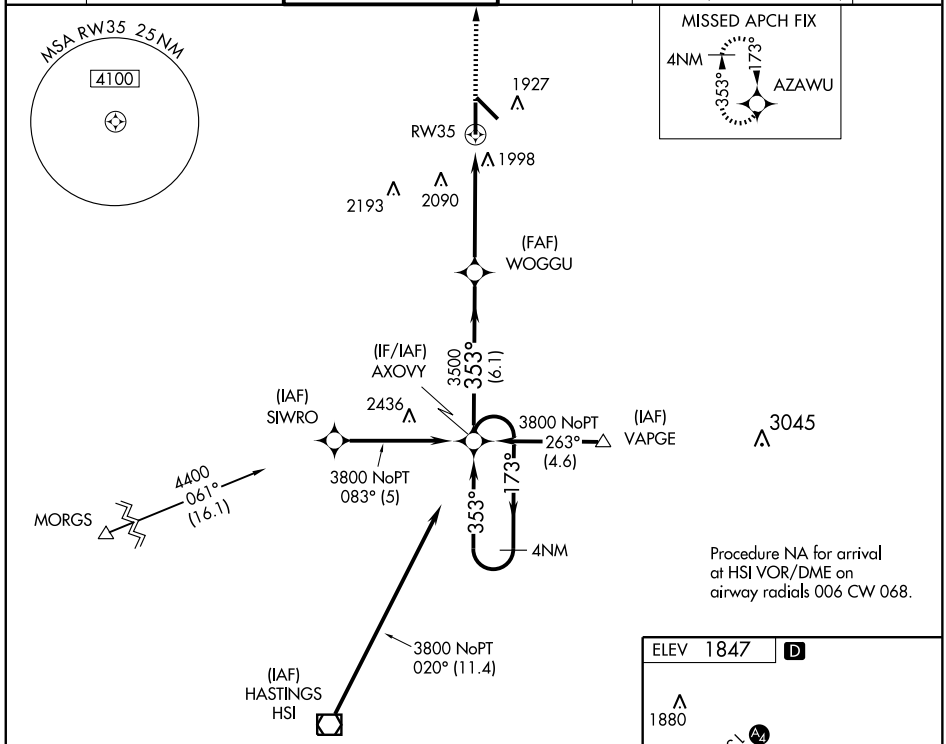
GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

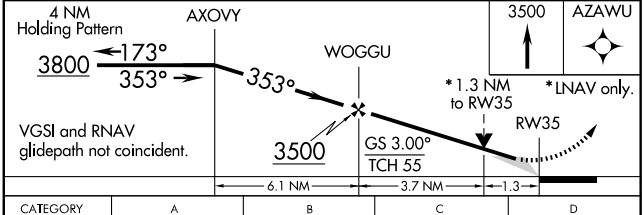
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

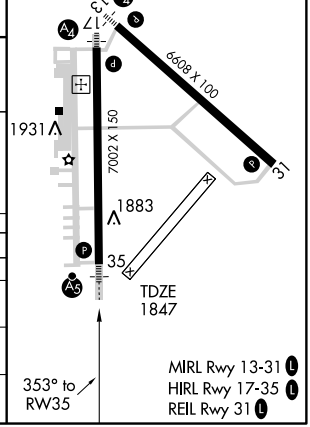
MALSR

MISSED APPROACH: Climb to 3500 direct AZAWU and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2097/24 250 (300-½)			
LNAV/VNAV DA	2283/50 436 (500-1)			
LNAV MDA	2260/24 413 (500-½)		2260/40 413 (500-¾)	2260/50 413 (500-1)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI	APP CRS	Rwy Idg	6608
112.0	313°	TDZE	1844
Chan 57		Apt Elev	1847

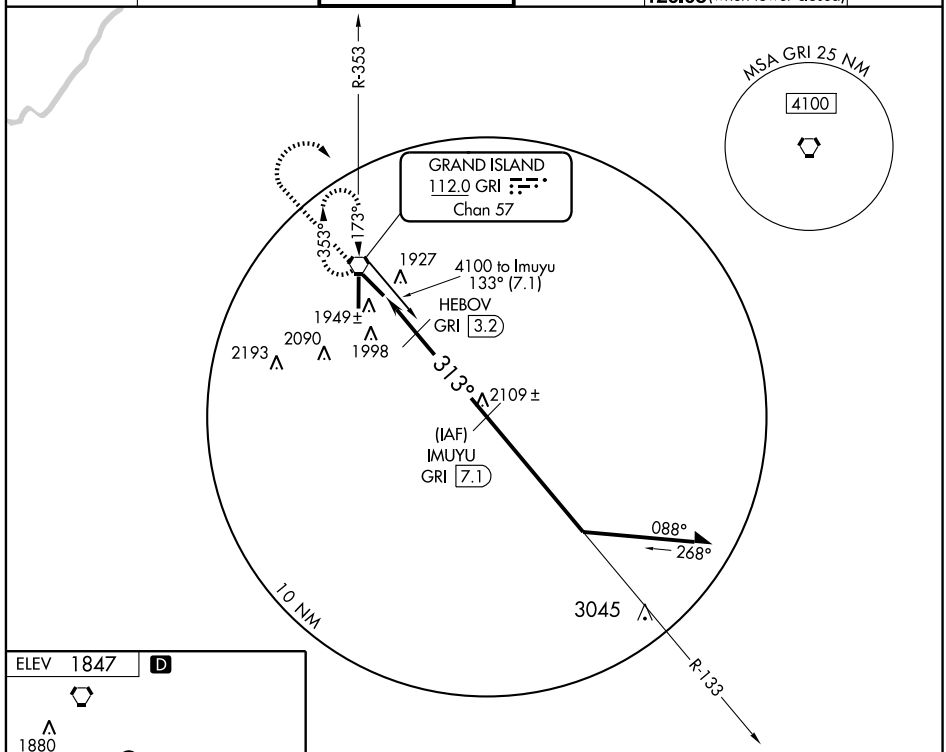
VOR/DME RWY 31

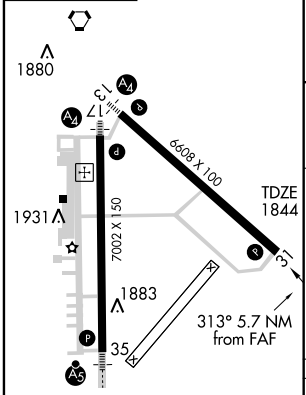
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

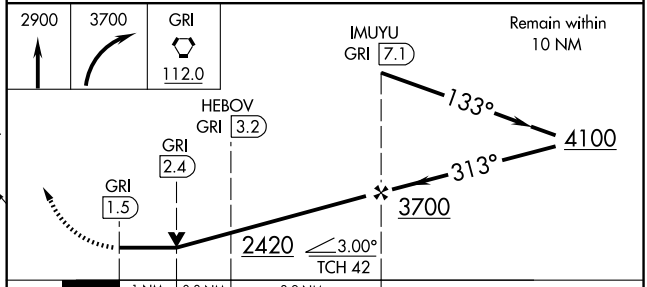
If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet.
VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-31	2200-1 356 (400-1)			2200-1¼ 356 (400-1¼)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 17-35 L
REIL Rwy 31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI 112.0 Chan 57	APP CRS 353°	Rwy Idg 7002 TDZE 1847 Apt Elev 1847

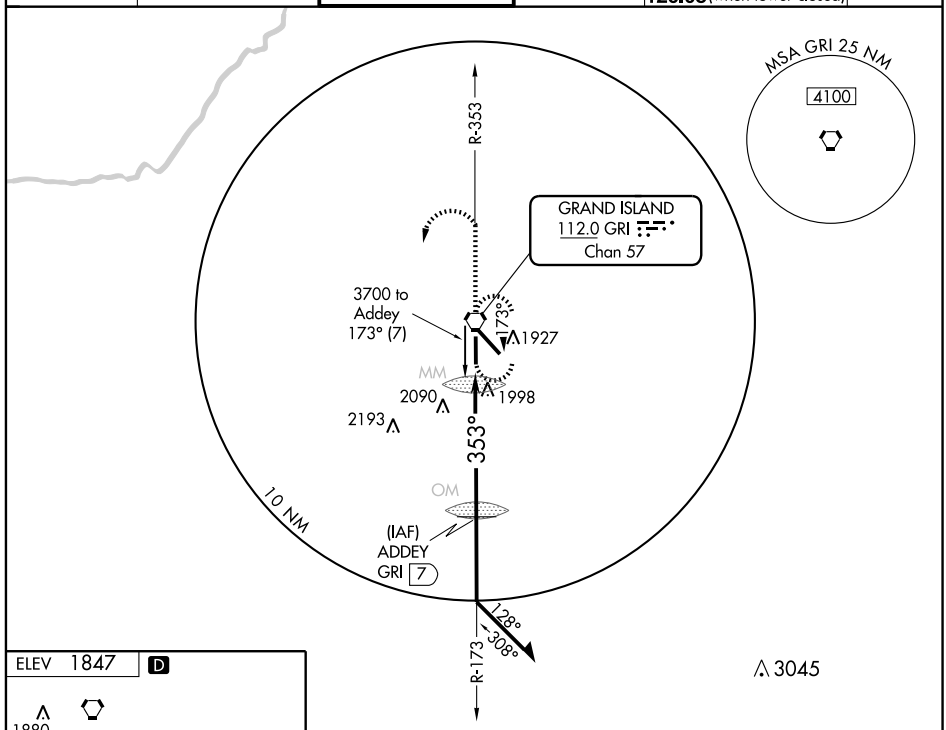
VOR/DME RWY 35

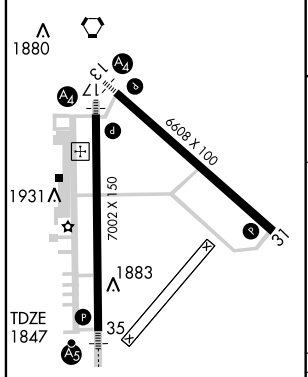
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

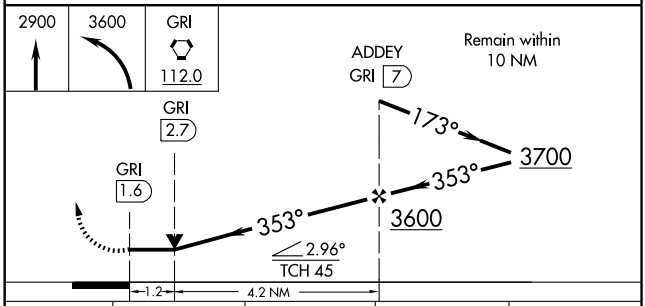
MALSR

MISSED APPROACH: Climb to 2900, then climbing left turn to 3600 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-35	2260-½	413 (500-½)	2260-¾ 413 (500-¾)	2260-1 413 (500-1)
CIRCLING	2300-1	453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI 112.0 Chan 57	APP CRS 104°	Rwy Idg 6608 TDZE 1842 Apt Elev 1847

VOR RWY 13

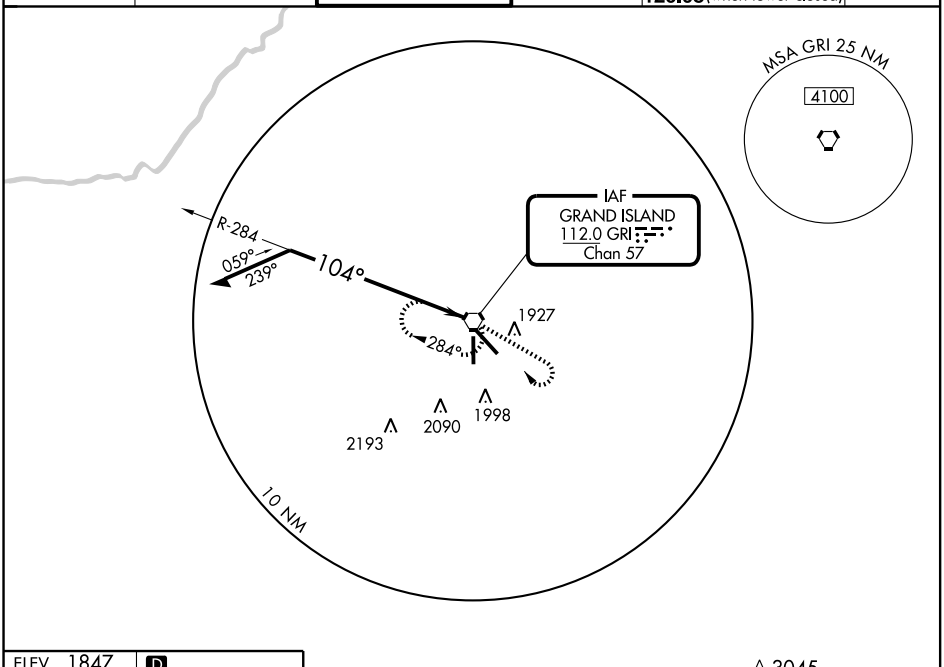
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

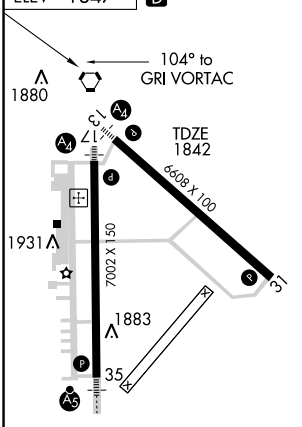
Inoperative table does not apply to S-13 Cat C.

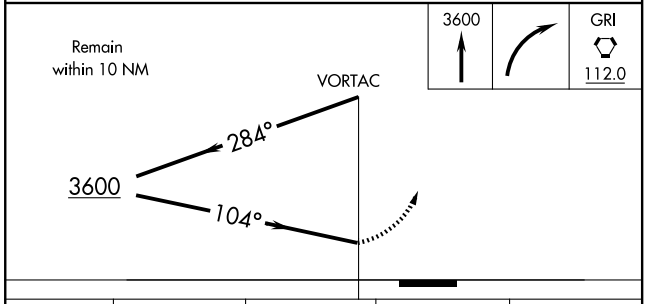
MALS

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-13	2300-¾ 458 (500-¾)		2300-1¼ 458 (500-1¼)	2300-1½ 458 (500-1½)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC GRI	APP CRS	Rwy Idg	7002
112.0	173°	TDZE	1844
Chan 57		Apt Elev	1847

VOR RWY 17

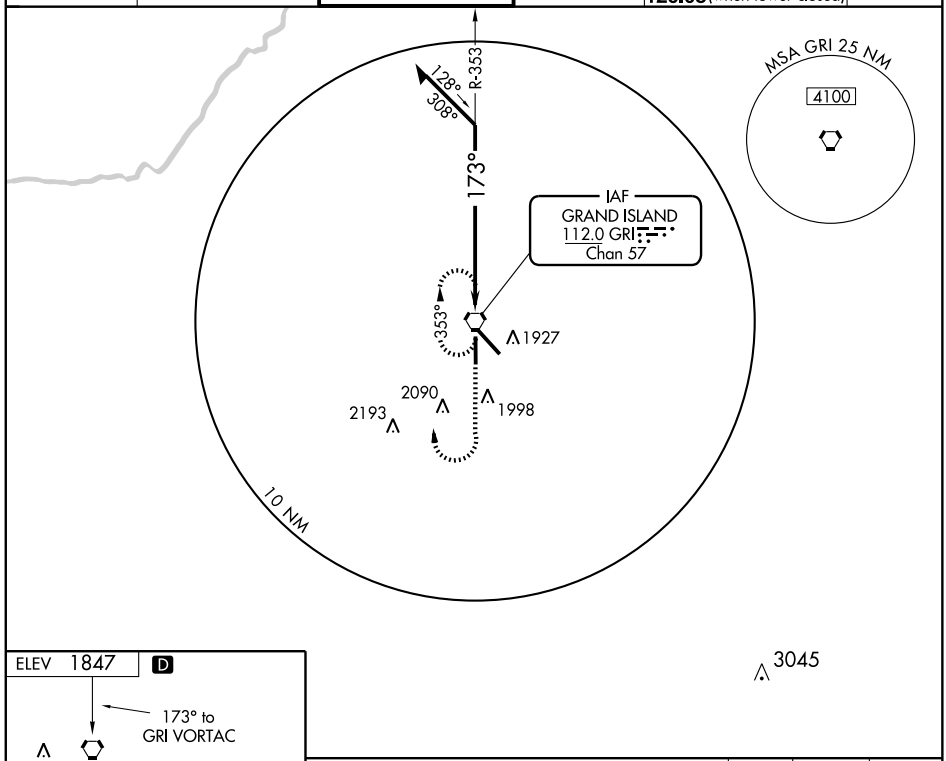
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

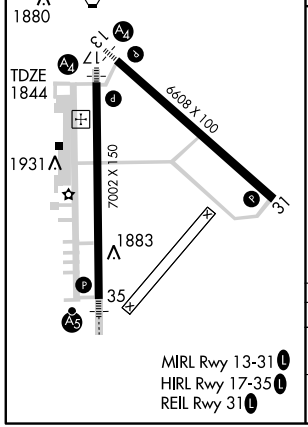
Inoperative table does not apply to S-17 Cat C.

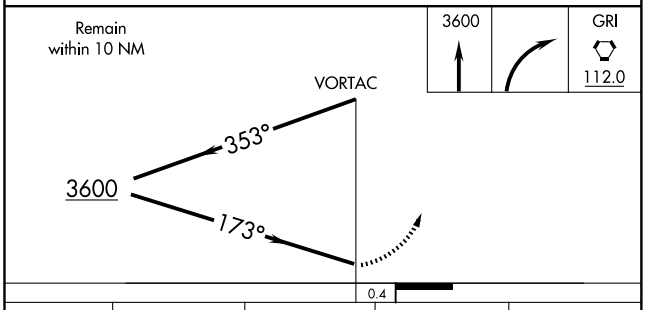
MALS

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-17	2300-¾ 456 (500-¾)		2300-1¼ 456 (500-1¼)	2300-1½ 456 (500-1½)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

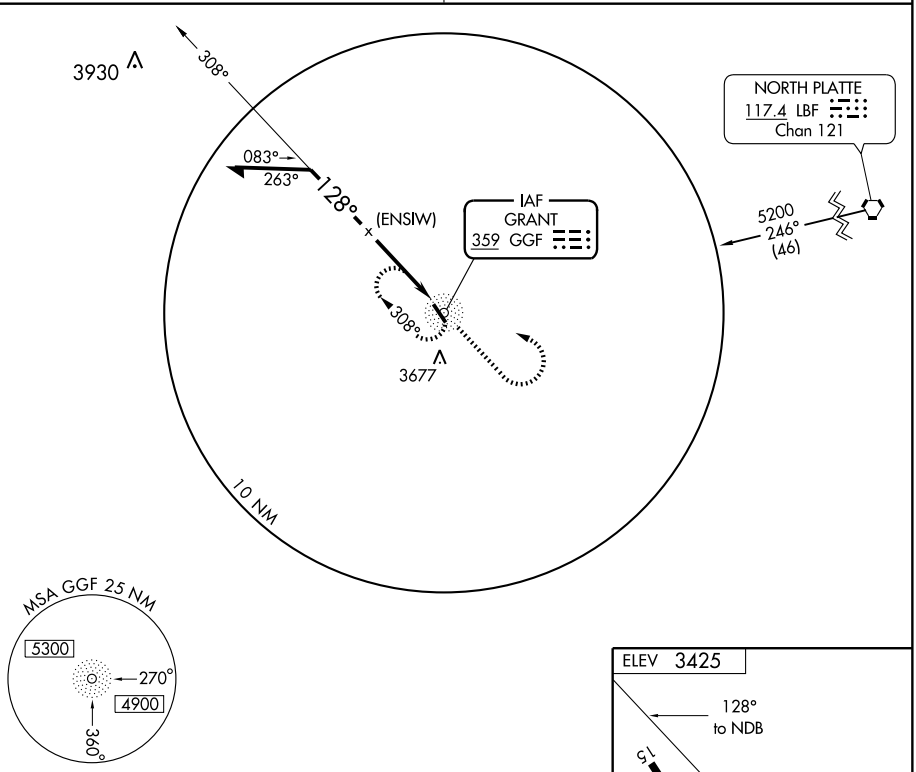
NDB GGF 359	APP CRS 128°	Rwy Idg 4797 TDZE 3423 Apt Elev 3425

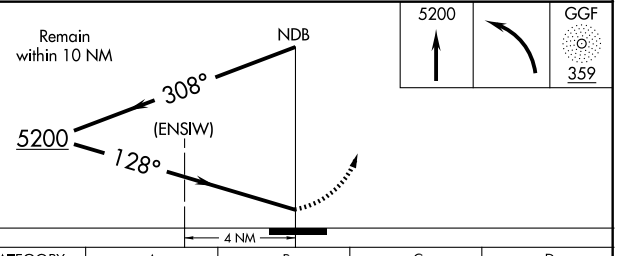
NDB RWY 15
GRANT MUNI (GGF)

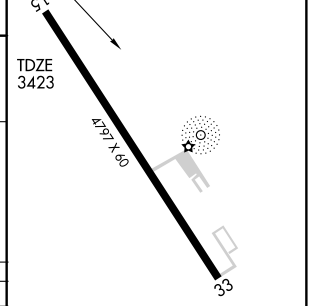
When local altimeter not received, use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1	575 (600-1)	NA	
	OGALLALA ALTIMETER SETTING MINIMUMS			
S-15	4060-1	637 (700-1)	NA	
CIRCLING	4060-1	635 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

NDB GGF 359	APP CRS 327°	Rwy Idg 4797 TDZE 3425 Apt Elev 3425

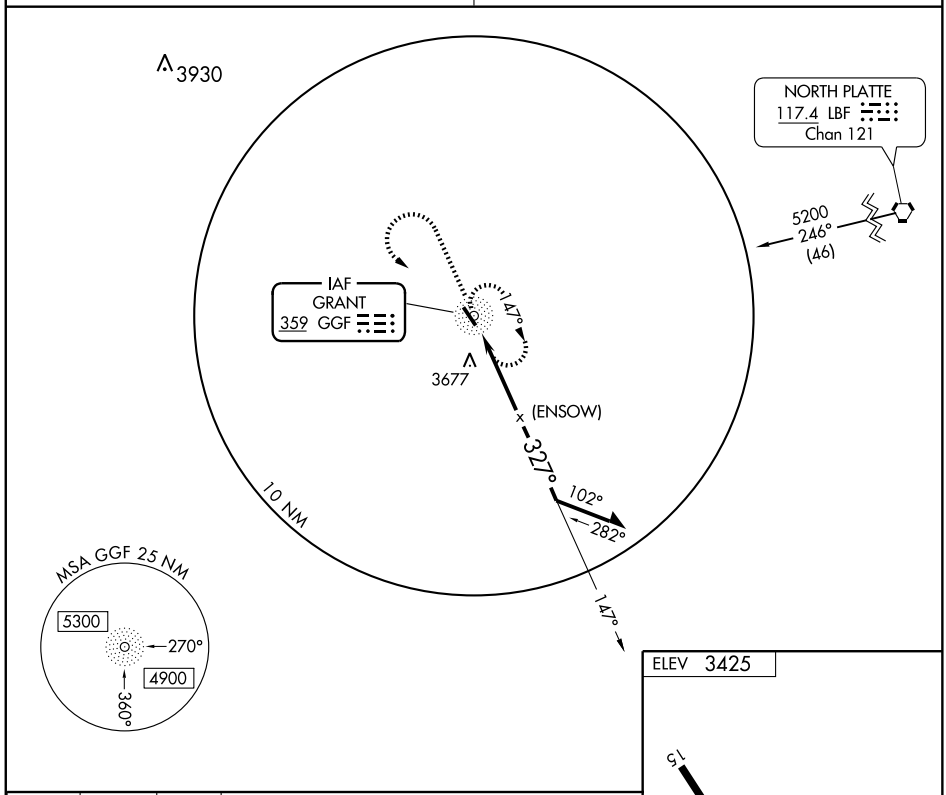
NDB RWY 33
GRANT MUNI (GGF)

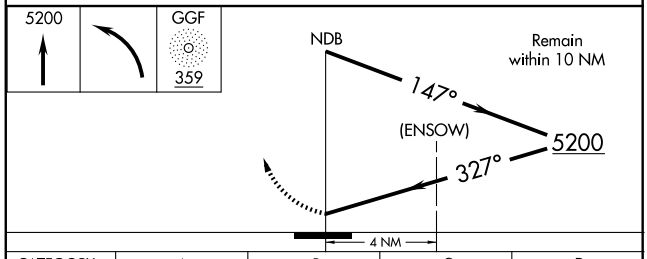
T
NA When local altimeter not received, use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

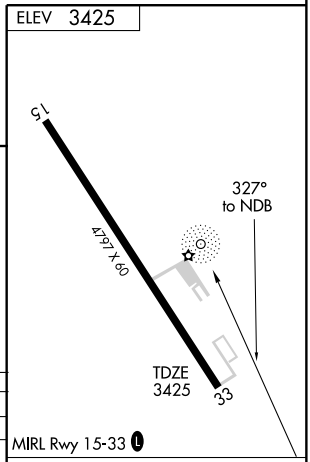
DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-33	4100-1	675 (700-1)	NA	
CIRCLING	4100-1	675 (700-1)	NA	
	OGALLALA ALTIMETER SETTING MINIMUMS			
S-33	4140-1	715 (800-1)	NA	
CIRCLING	4140-1	715 (800-1)	NA	



Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4797
CH 81908	137°	TDZE	3423
W15A		Apt Elev	3425

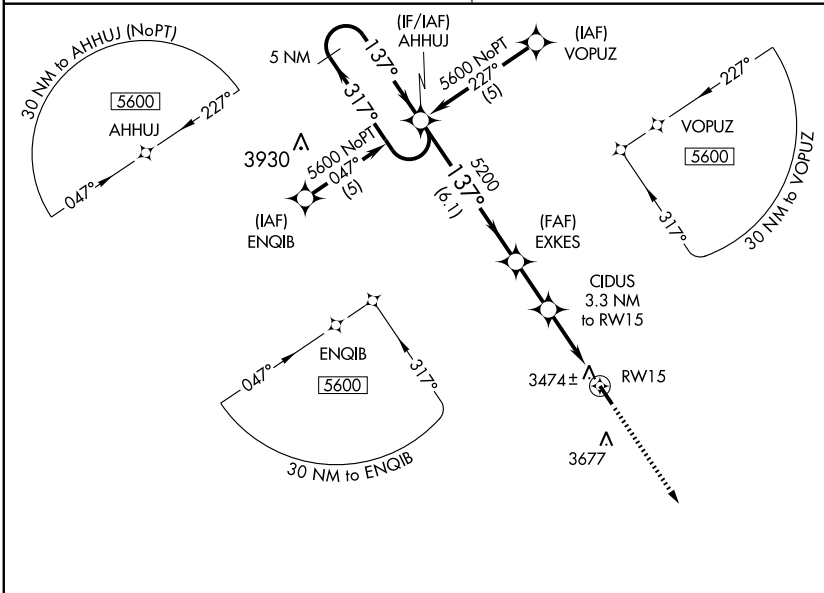
RNAV (GPS) RWY 15
GRANT MUNI (GGF)

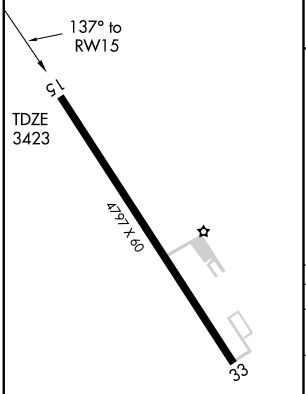
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Ogallala altimeter setting.

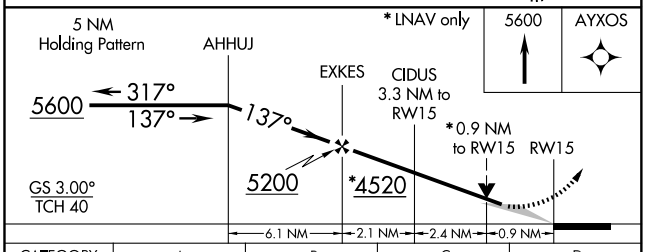
NA

MISSED APPROACH: Climb to 5600 direct AYXOS and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3673-1 250 (300-1)		NA	
LNAV/VNAV DA	3833-1½ 410 (500-1½)		NA	
LNAV MDA	3740-1 317 (400-1)		NA	
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4797
CH 62908	317°	TDZE	3425
W33A		Apt Elev	3425

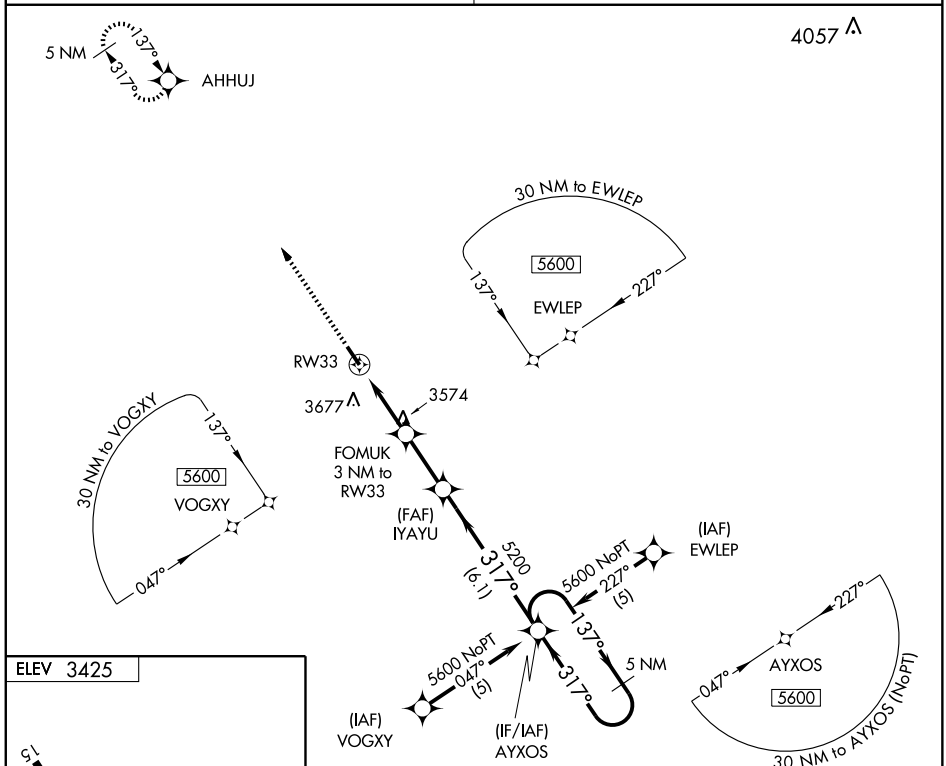
RNAV (GPS) RWY 33
GRANT MUNI (GGF)

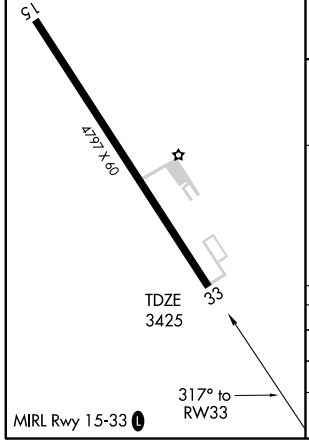
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Ogallala altimeter setting.

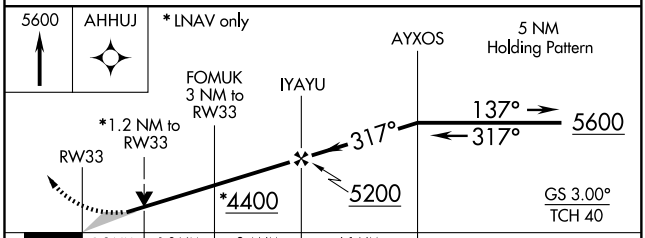
NA

MISSED APPROACH: Climb to 5600 direct AHHUJ and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3710-1 285 (300-1)		NA	
LNAV MDA	3840-1 415 (500-1)		NA	
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	4797
110.2	162°	TDZE	3423
Chan 39		Apt Elev	3425

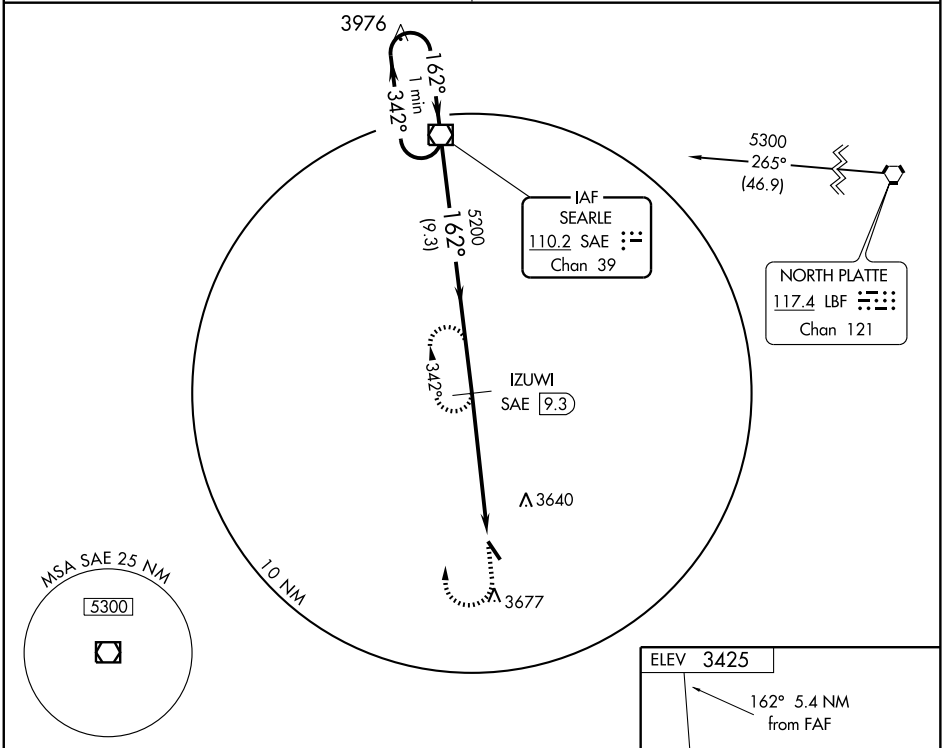
VOR/DME RWY 15
GRANT MUNI (GGF)

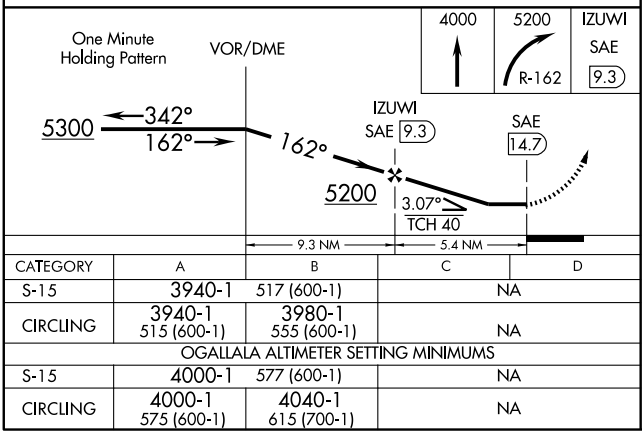
When local altimeter not received, use Ogallala altimeter setting.

NA

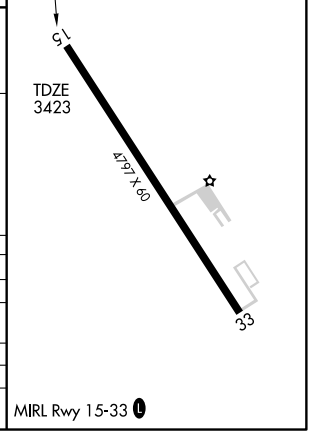
MISSED APPROACH: Climb to 4000 then climbing right turn to 5200 via R-162 to IZUWI and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	3940-1	517 (600-1)	NA	
CIRCLING	3940-1 515 (600-1)	3980-1 555 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1 575 (600-1)	4040-1 615 (700-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3950
135°	TDZE	1383
	Apt Elev	1387

GPS RWY 13
HARTINGTON MUNI (ØB4)

NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

MISSED APPROACH: Climb to 3400 direct COTPO WP and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 (L)

YANKTON YKN
3400 151° (8.4)
(IAF) BEGGA
3400 225° (5)
COVIL
3400 045° (5)
3100 135° (5)
(IAF) BOBCE
(FAF) BATOM
1908
1755
1780
2464
1975
1611±
RW13
MSA RW13 25 NM
3900
3700 351° (16.4)
BEWIG
2065 ±
2205
COTPO 135° 315°

ELEV 1387
135° to RW13
13
0.3% UP
TDZE 1383
21
3950 X 60
0.6% UP
2150 X 125
31

COVIL
3400
135°
BATOM
3100
RW13
Procedure Turn NA
5 NM
5 NM
3400
COTPO

CATEGORY	A	B	C	D
S-13	2080-1 697 (700-1)		NA	
CIRCLING	2080-1 693 (700-1)		NA	

MIRL Rwy 13-31 (L)

NC-2. 08 APR 2010 to 06 MAY 2010

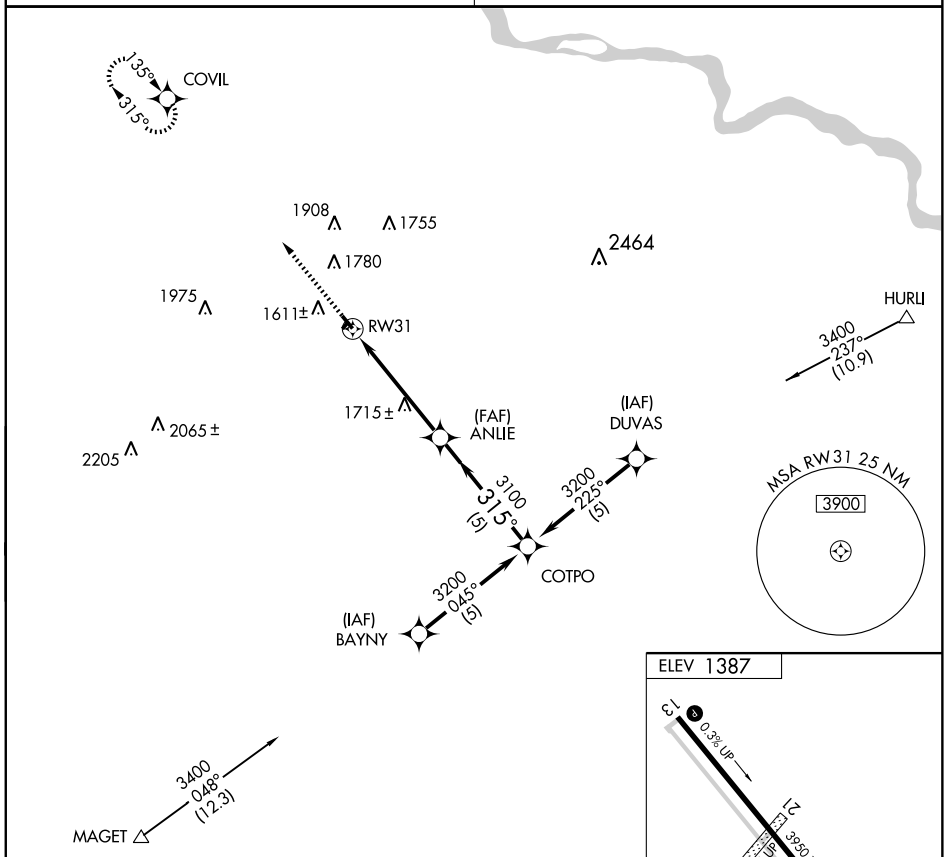
APP CRS		
315°	Rwy Idg	3550
	TDZE	1383
	Apt Elev	1387

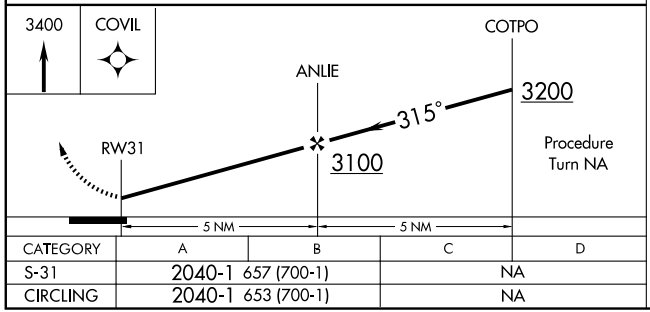
GPS RWY 31
HARTINGTON MUNI (ØB4)

NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

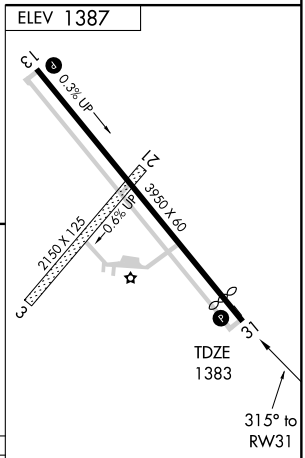
MISSED APPROACH: Climb to 3400 direct COVIL WP and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 L





CATEGORY	A	B	C	D
S-31	2040-1 657 (700-1)		NA	
CIRCLING	2040-1 653 (700-1)		NA	



MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME YKN	APP CRS	Rwy Idg	3550
111.4	336°	TDZE	1383
Chan 51		Apt Elev	1383

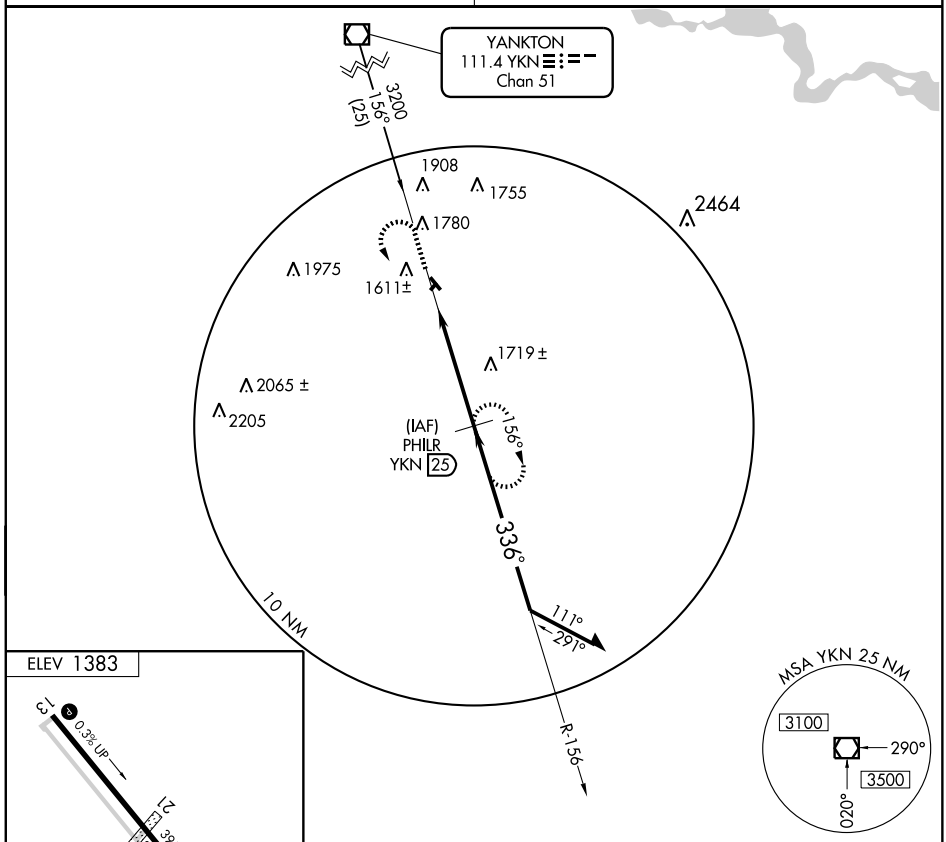
VOR/DME RWY 31

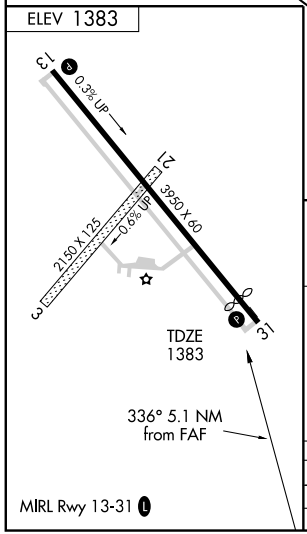
HARTINGTON MUNI (ØB4)

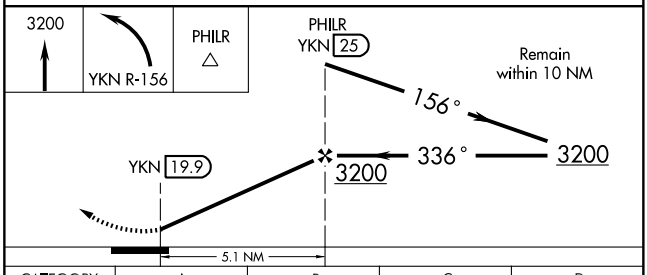
NA Use Yankton altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn via YKN R-156 to PHILR and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 L







CATEGORY	A	B	C	D
S-31	2040-1 657 (700-1)		NA	
CIRCLING	2040-1 657 (700-1)		NA	

NC-2, 08 APR 2010 to 06 MAY 2010

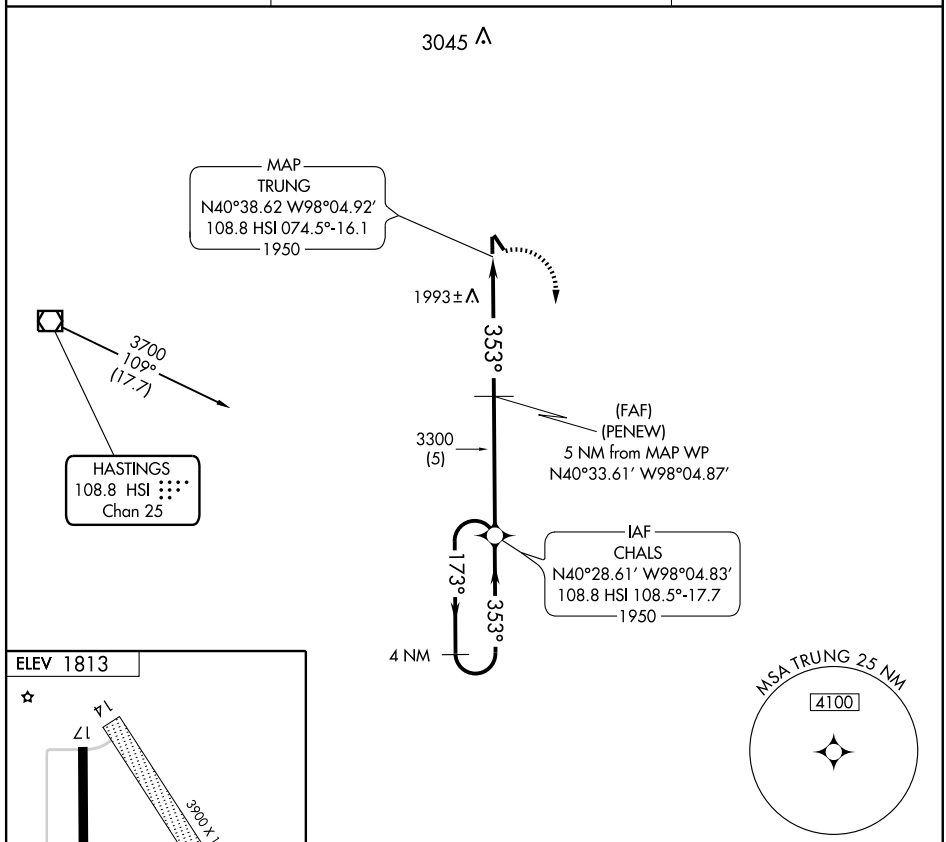
HSI VOR/DME	APP CRS	Rwy Idg 3745
108.8 Chan 25	353°	TDZE 1807
		Apt Elev 1813

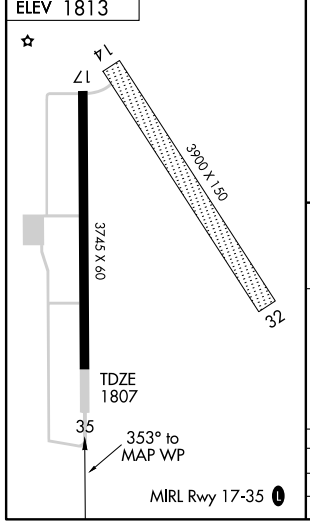
VOR/DME RNAV or GPS RWY 35

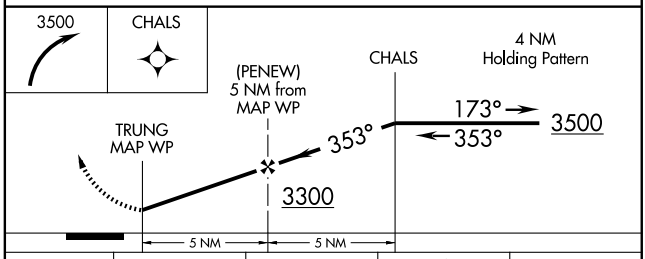
HARVARD STATE (Ø8K)

NA	Use Aurora altimeter setting; if not received, use Grand Island altimeter setting and increase all MDA's 20 feet.	MISSED APPROACH: Climbing right turn to 3500 direct CHALS WP and hold.

AURORA AWOS-3	MINNEAPOLIS CENTER	CTAF
121.225	119.4 278.8	122.9 (L)







CATEGORY	A	B	C	D
S–35	2280-1	473 (500-1)	NA	
CIRCLING	2280-1	467 (500-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 65612 W14A	APP CRS 143°	Rwy Idg 6451 TDZE 1961 Apt Elev 1961

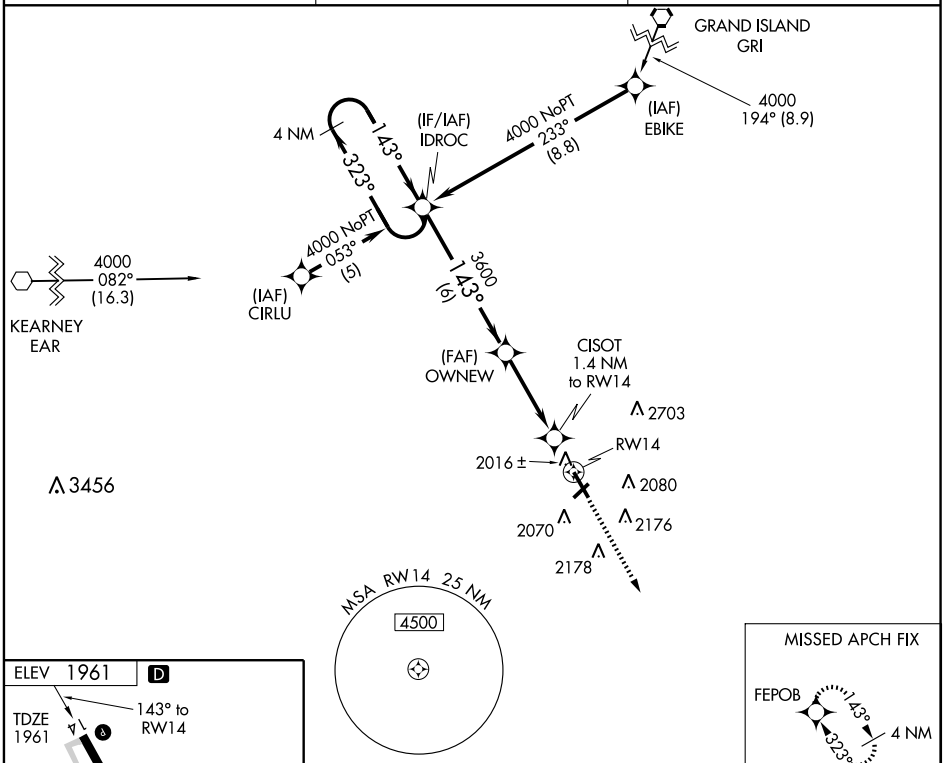
RNAV (GPS) RWY 14

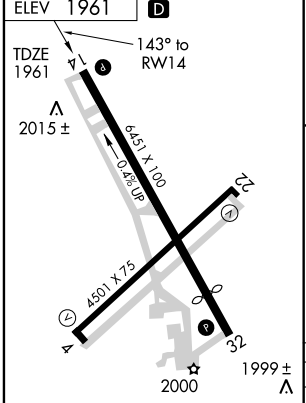
HASTINGS MUNI (HSI)

If local altimeter setting not received use Grand Island altimeter setting and increase all DA/MDA's 80 feet. Baro-VNAV NA when using Grand Island altimeter setting. Circling Rwy 22 NA at night. Baro-VNAV NA below -18°C (0°F). DME/DME RNP -0.3 NA.

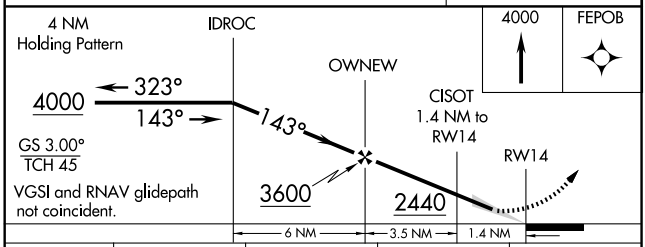
MISSED APPROACH: Climb to 4000 direct FEPOB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L





MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA		2220-1	259 (300-1)	
LNAV/VNAV DA		2280-1	319 (400-1)	
LNAV MDA		2280-1	319 (400-1)	
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

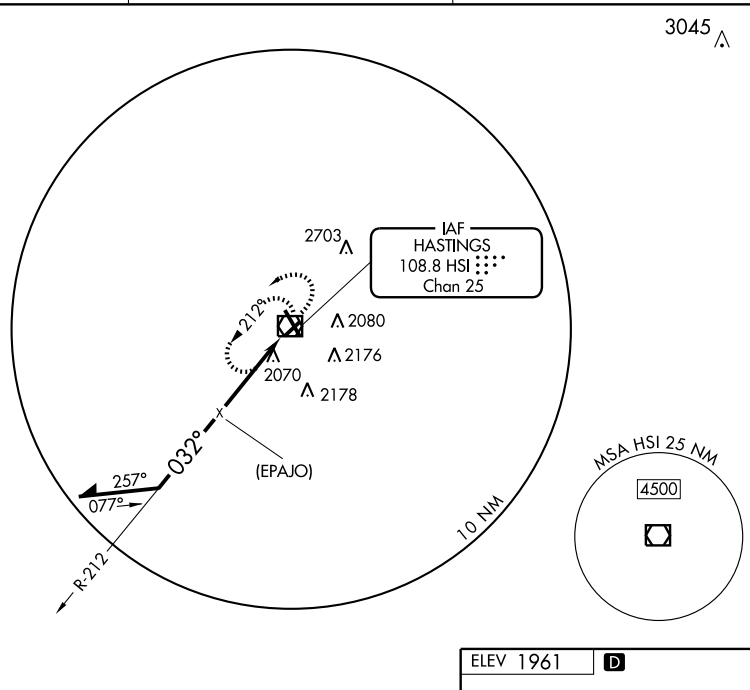
VOR/DME HSI 108.8 Chan 25	APP CRS 032°	Rwy Idg 4501 TDZE 1944 Apt Elev 1961

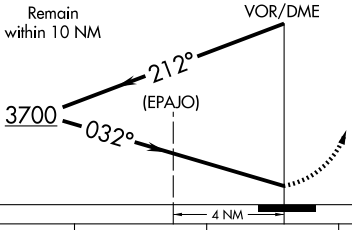
VOR or GPS RWY 4

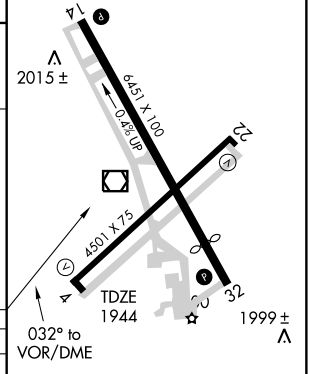
HASTINGS MUNI (HSI)

MISSED APPROACH: Climbing left turn to 3700 via heading 210° then direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2540-1 596 (600-1)		2540-1½ 596 (600-1½)	2540-1¾ 596 (600-1¾)
CIRCLING	2540-1 579 (600-1)		2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

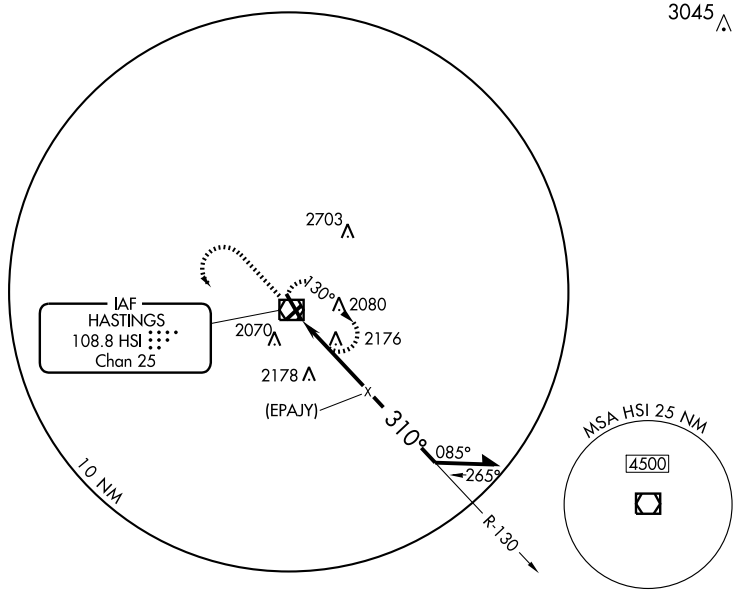
NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME HSI	APP CRS	Rwy Idg	5501
108.8	310°	TDZE	1945
Chan 25		Apt Elev	1961

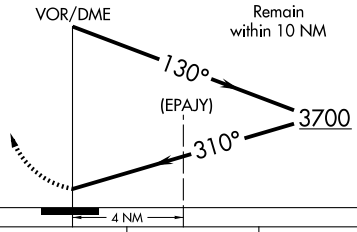
VOR or GPS RWY 32
HASTINGS MUNI (HSI)

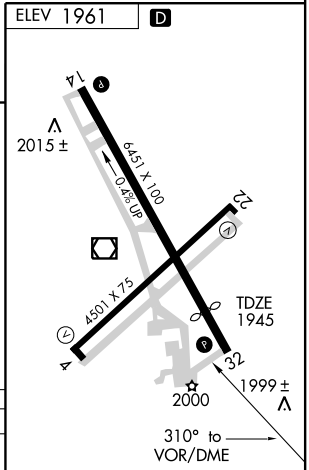
MISSED APPROACH: Climb to 3700 then left turn direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L









MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-32	2540-1 595 (600-1)		2540-1½ 595 (600-1½)	2540-1¾ 595 (600-1¾)
CIRCLING	2540-1 579 (600-1)		2540-1½ 579 (600-1½)	2540-2 579 (600-2)

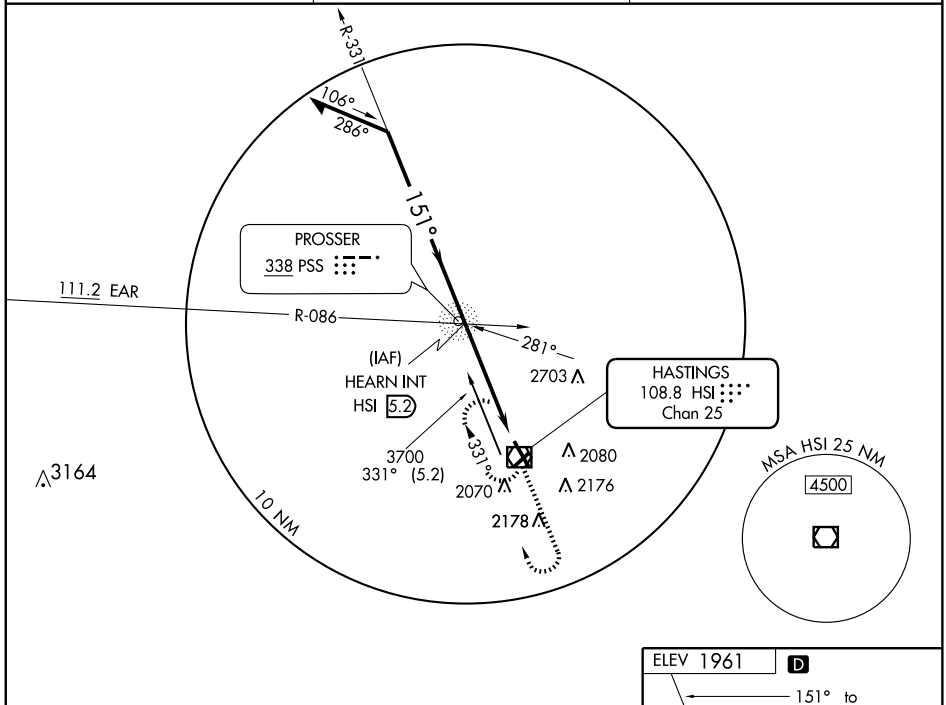
NC-2. 08 APR 2010 to 06 MAY 2010

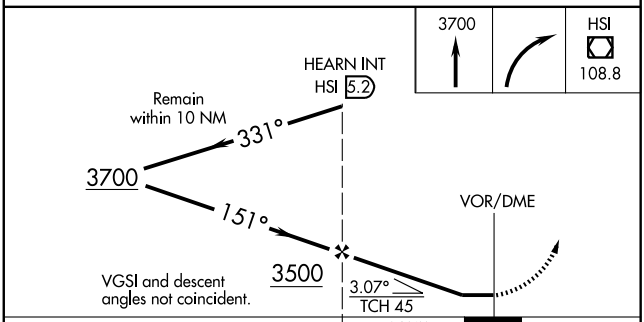
VOR/DME HSI	APP CRS	Rwy Idg	6451
108.8	151°	TDZE	1961
Chan 25		Apt Elev	1961

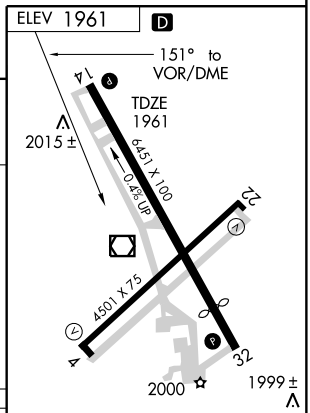
VOR RWY 14
HASTINGS MUNI (HSI)

MISSED APPROACH: Climb to 3700 then right turn direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2360-1 399 (400-1)			2360-1¼ 399 (400-1¼)
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
122°	TDZE	1465
	Apt Elev	1468

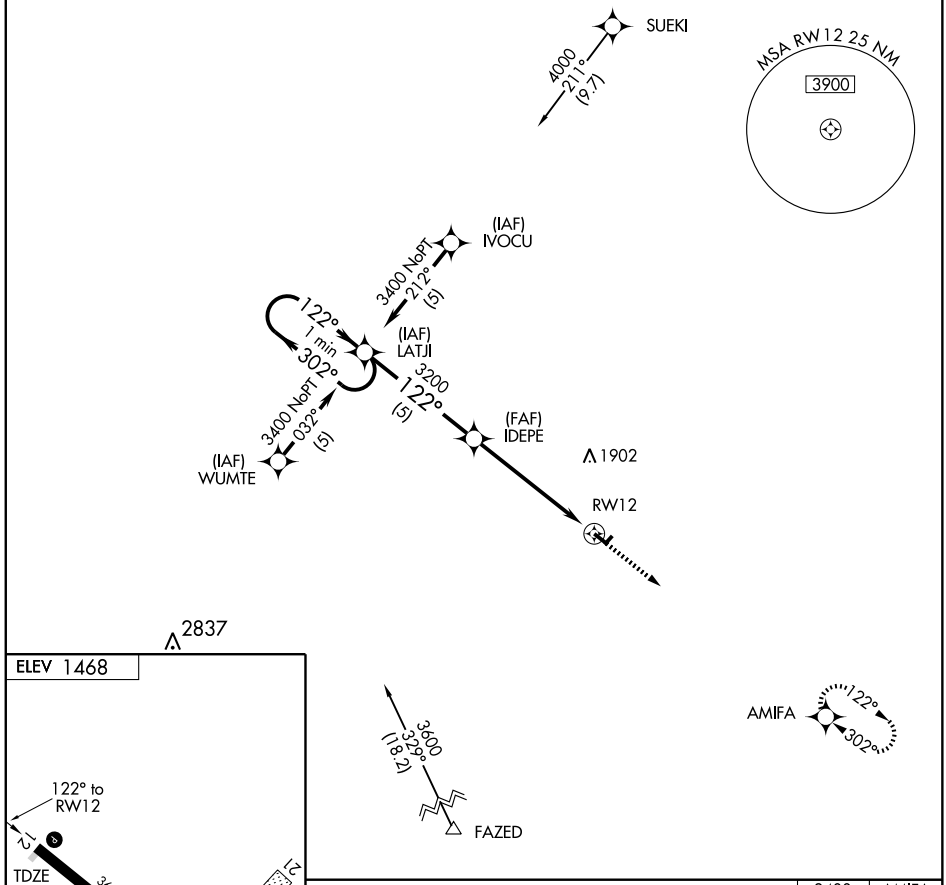
GPS RWY 12
HEBRON MUNI (HJH)

Use Beatrice altimeter setting.

NA

MISSED APPROACH: Climb to 3400 direct AMIFA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L



MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

CATEGORY	A	B	C	D
S-12	2080-1	615 (700-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	3600
302°	TDZE	1466
	Apt Elev	1468

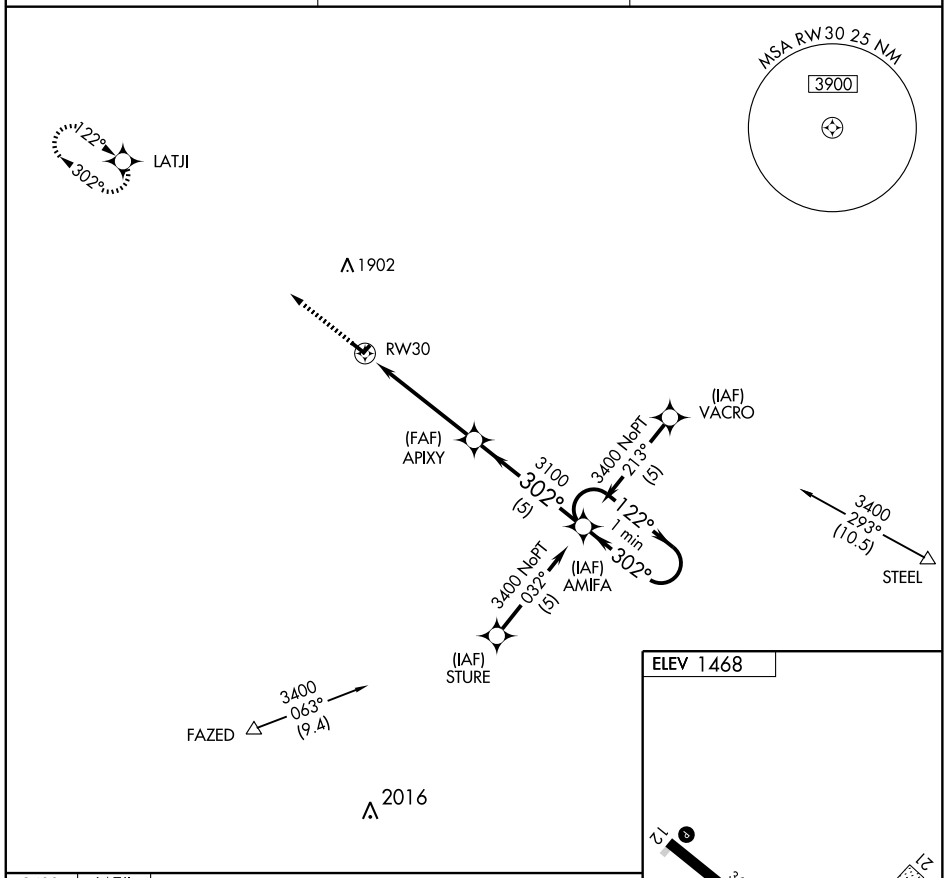
GPS RWY 30
HEBRON MUNI (HJH)

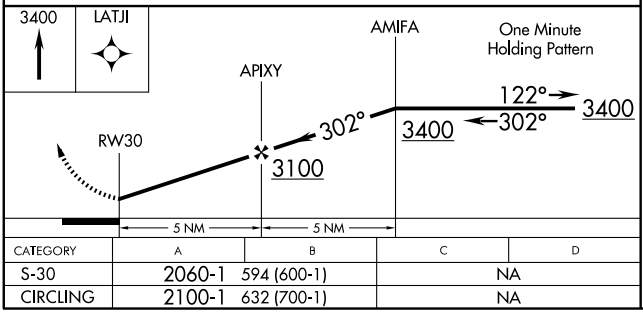
Use Beatrice altimeter setting.

NA

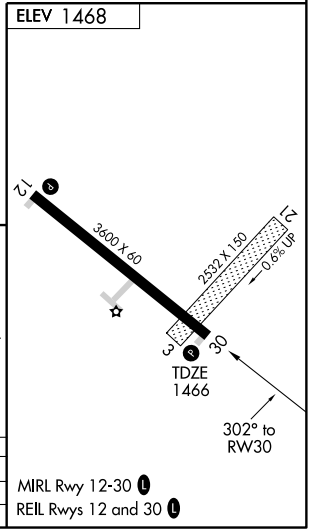
MISSED APPROACH: Climb to 3400 direct LATJI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L





CATEGORY	A	B	C	D
S-30	2060-1	594 (600-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	



MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

NC-2, 08 APR 2010 to 06 MAY 2010

NDB HJH 323	APP CRS 128°	Rwy Idg 3600 TDZE 1465 Apt Elev 1468

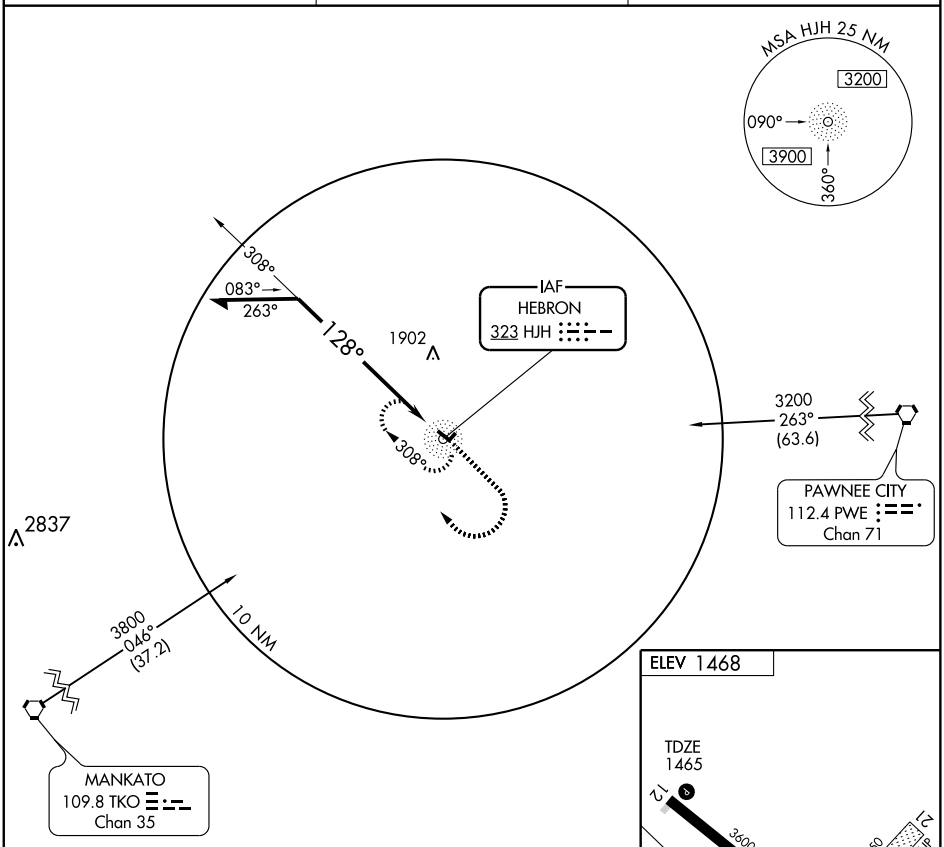
NDB RWY 12
HEBRON MUNI (HJH)

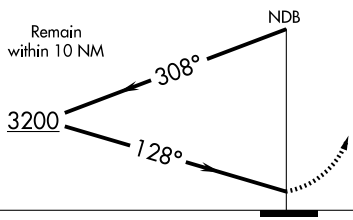
Use Beatrice altimeter setting.

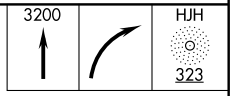
NA

MISSED APPROACH: Climb to 3200 then right turn direct HJH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L







CATEGORY	A	B	C	D
S-12	2200-1	735 (800-1)	NA	
CIRCLING	2200-1	732 (800-1)	NA	

MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB HDE	APP CRS	Rwy Idg	4701
396	187°	TDZE	2309
		Apt Elev	2310

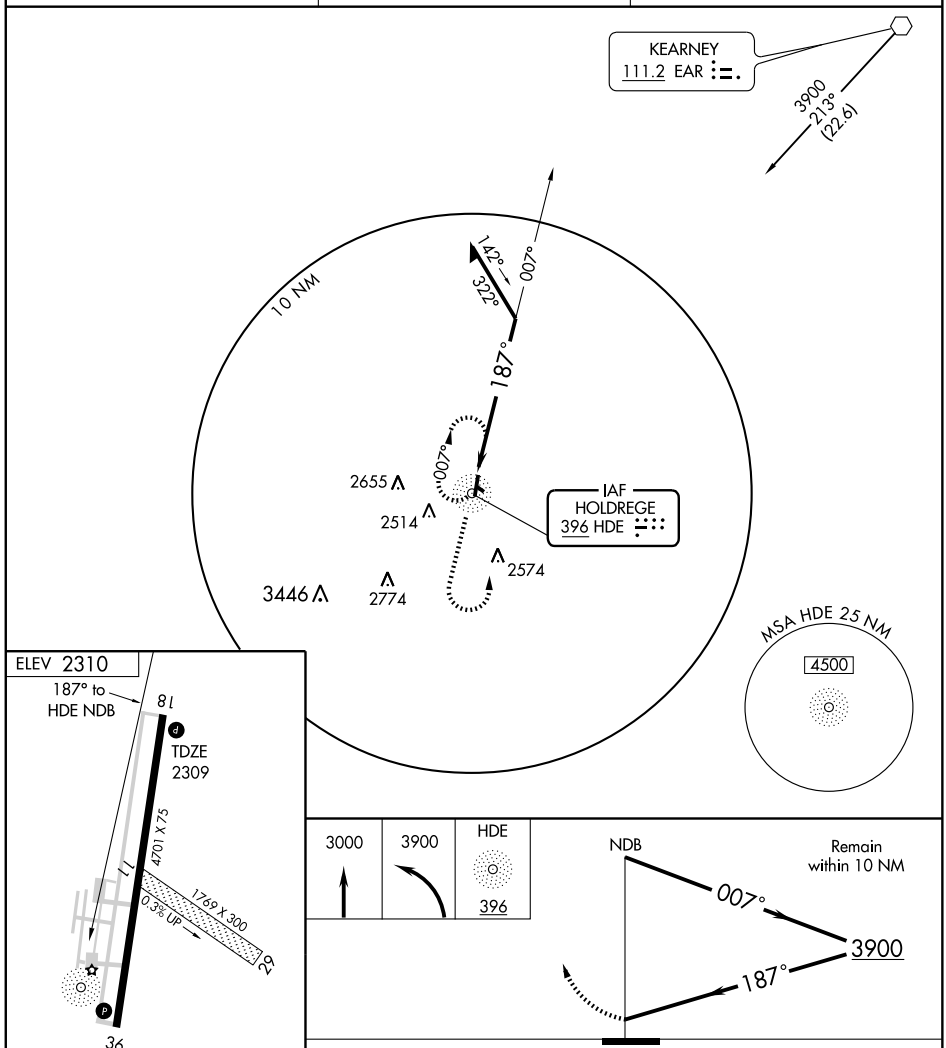
NDB RWY 18

HOLDREDGE/BREWSTER FIELD (HDE)

NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 3900 direct HDE NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	2800-1	491 (500-1)	2800-1¼ 491 (500-1¼)	2800-1½ 491 (500-1½)
CIRCLING	2840-1	530 (600-1)	2840-1½ 530 (600-1½)	2880-2 570 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4701
CH 73002	183°	TDZE	2309
W18A		Apt Elev	2313

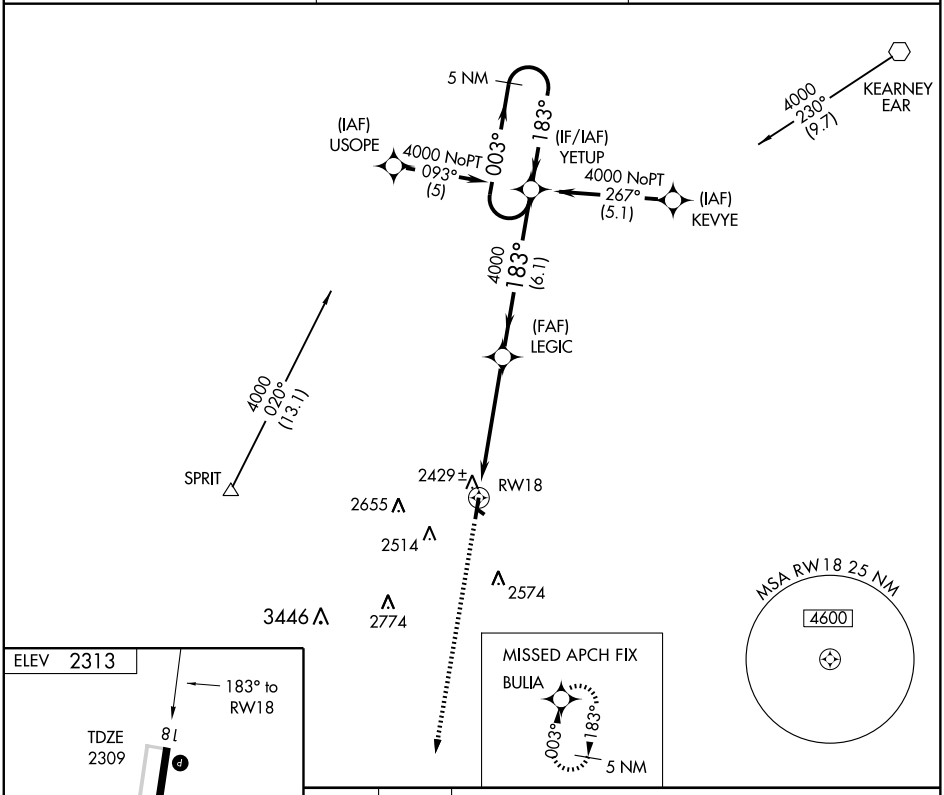
RNAV (GPS) RWY 18

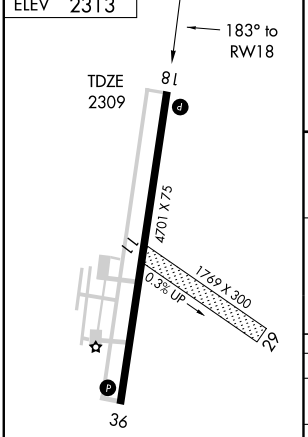
HOLDREDGE/BREWSTER FIELD (HDE)

If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Kearney altimeter setiing.

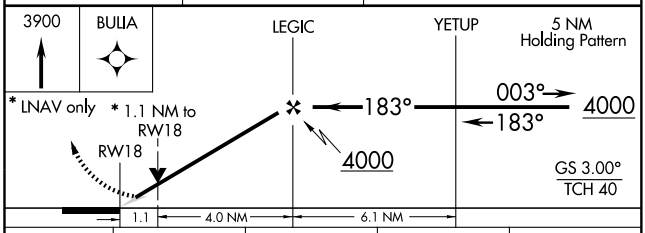
MISSED APPROACH: Climb to 3900 direct BULIA and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2680-1 371 (400-1)			2680-1¼ 371 (400-1¼)
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)	2880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4701
CH 69301	003°	TDZE	2309
W36A		Apt Elev	2313

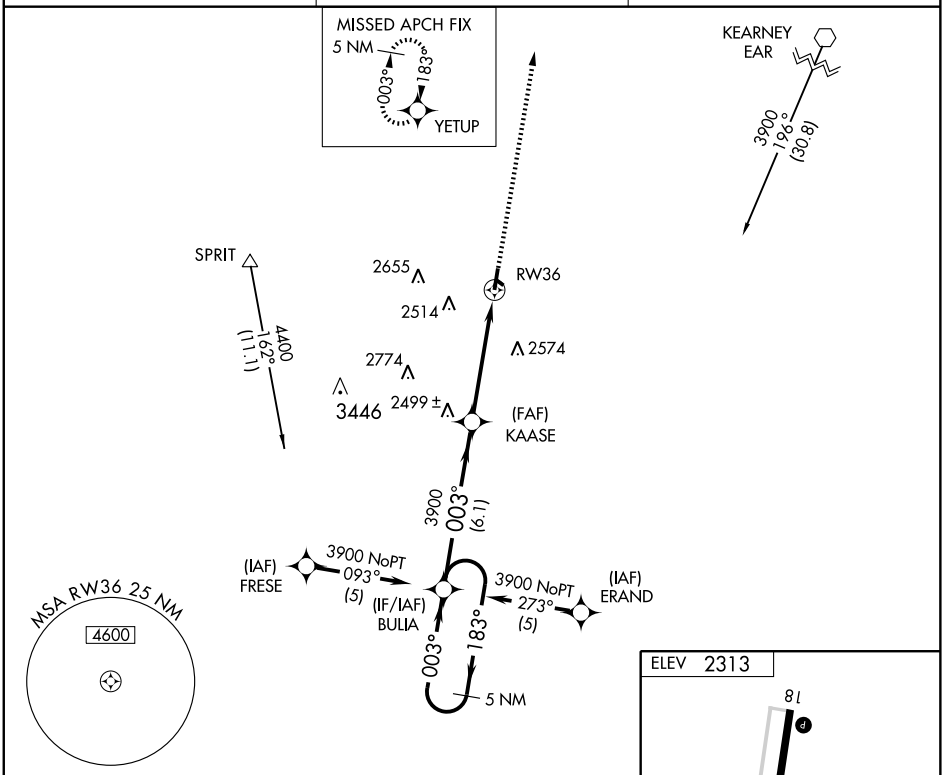
RNAV (GPS) RWY 36

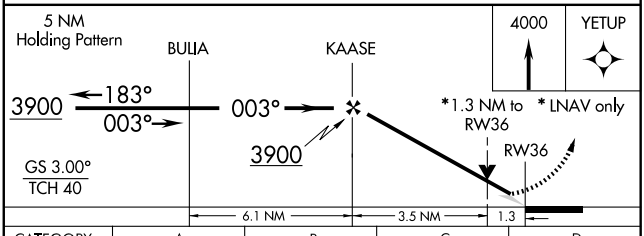
HOLDREGE/BREWSTER FIELD (HDE)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Kearney altimeter setting.

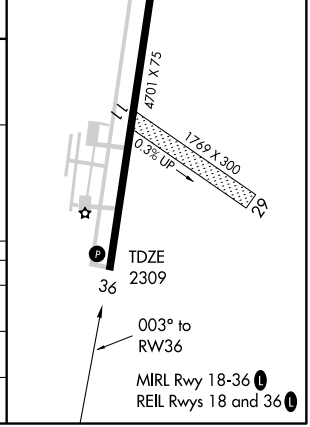
MISSED APPROACH: Climb to 4000 direct YETUP and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2760-1 451 (500-1)		2760-1¼ 451 (500-1¼)	2760-1½ 451 (500-1½)
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)	2880-2 567 (600-2)



NC-2. 08 APR 2010 to 06 MAY 2010

VOR EAR	APP CRS	Rwy Idg	N/A
111.2	212°	TDZE	N/A
		Apt Elev	2313

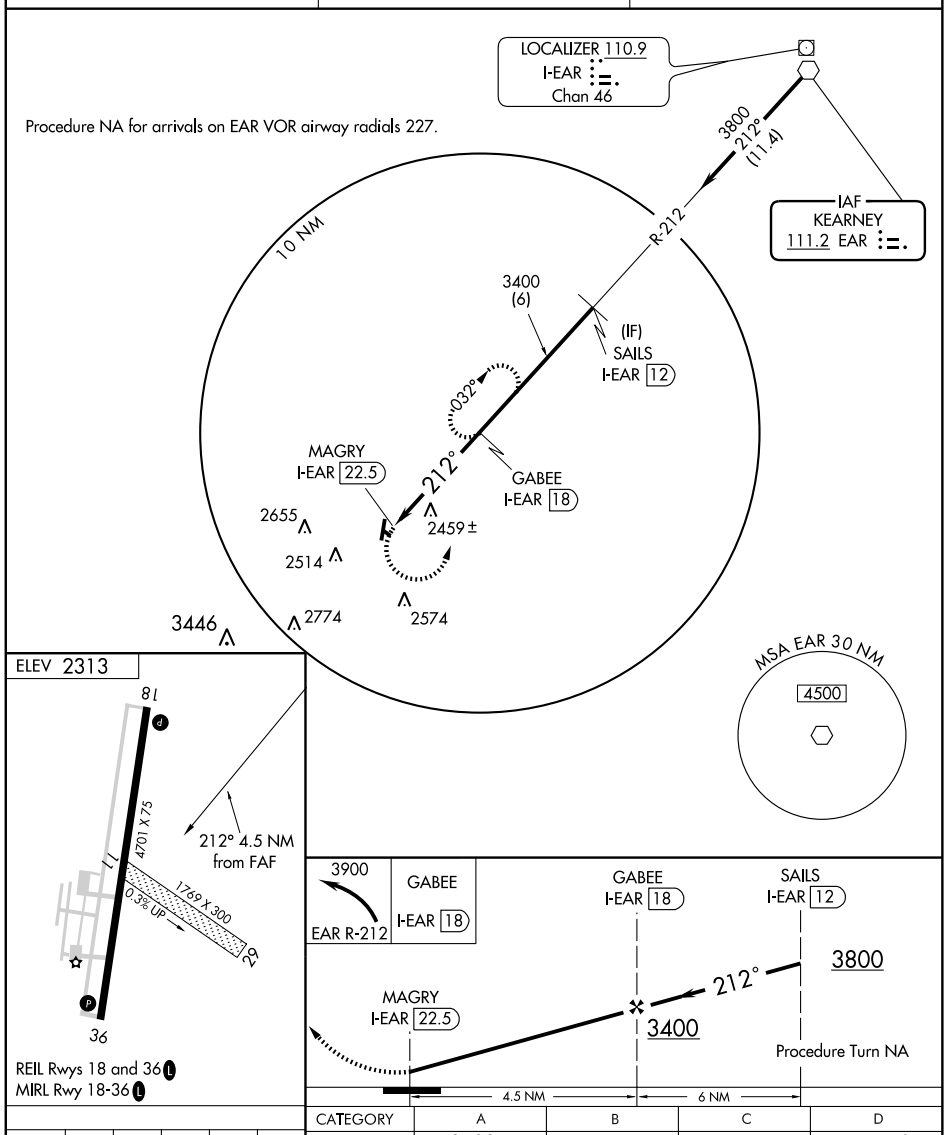
VOR/DME-A

HOLDREGE/BREWSTER FIELD (HDE)

If local altimeter setting not received, use Kearney altimeter setting and increase all MDAs 80 feet. Simultaneous reception of I-EAR DME and EAR VOR required.

MISSED APPROACH: Climbing left turn to 3900 via EAR VOR R-212 to GABEE I-EAR 18 DME and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	3100-1 787 (800-1)	3100-1¼ 787 (800-1¼)	3100-2¼ 787 (800-2¼)	3100-2½ 787 (800-2½)

NC-2. 08 APR 2010 to 06 MAY 2010

NDB IML 283	APP CRS 306°	Rwy Idg 5022 TDZE 3272 Apt Elev 3272

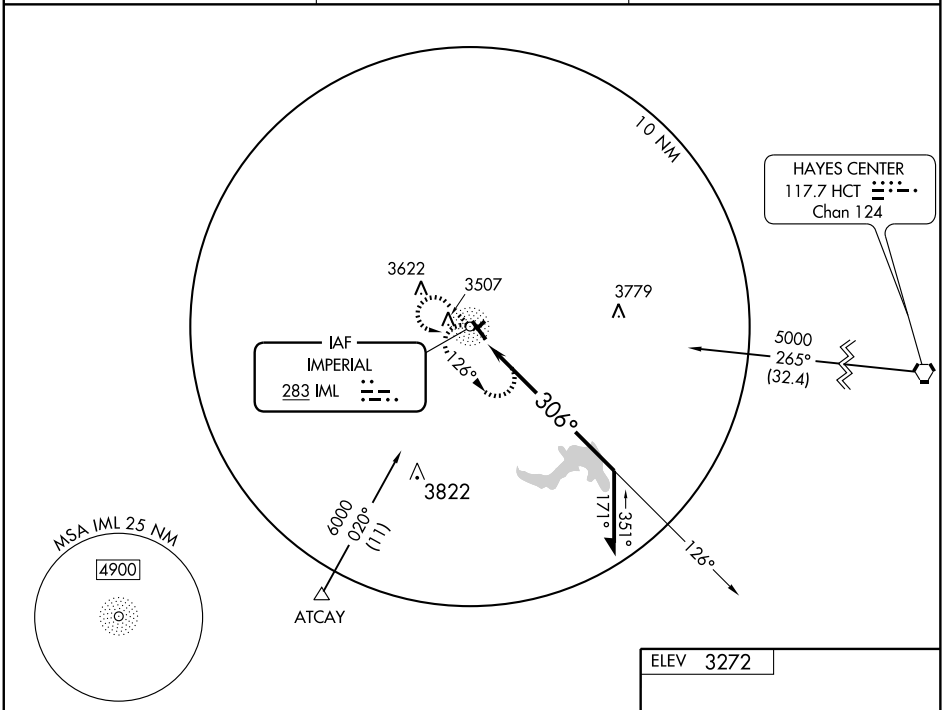
NDB RWY 31
IMPERIAL MUNI (IML)

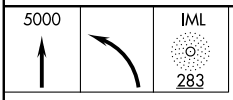
▼ NA

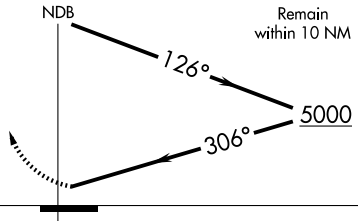
If local altimeter setting not received, use Ogallala altimeter setting.

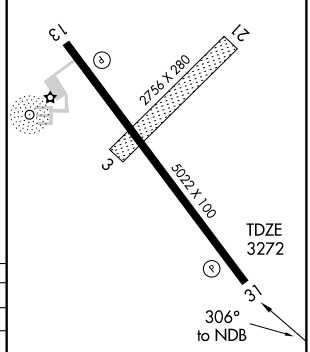
MISSED APPROACH: Climb to 5000 then left turn direct IML NDB and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-31	3900-1	628 (700-1)	NA	
CIRCLING	3900-1	628 (700-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-31	4000-1	728 (800-1)	NA	
CIRCLING	4000-1	728 (700-1)	NA	

MIRL Rwy 13-31 L

NC-2, 08 APR 2010 to 06 MAY 2010

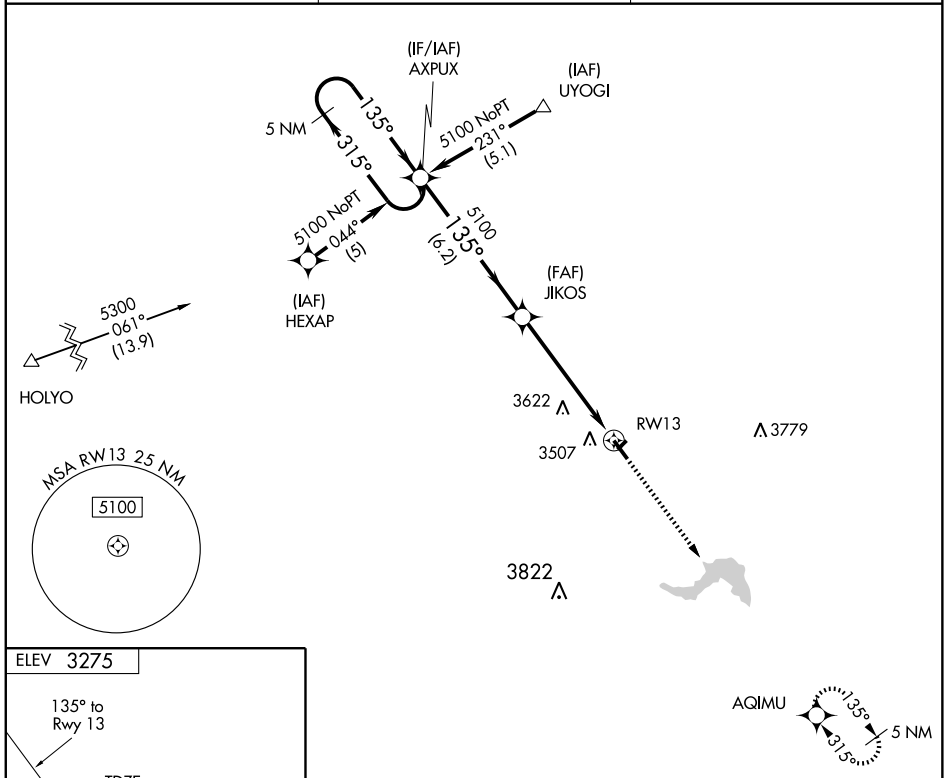
WAAS CH 66003 W13A	APP CRS 135°	Rwy Idg 5022 TDZE 3273 Apt Elev 3275

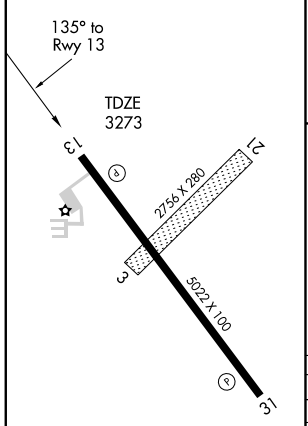
RNAV (GPS) RWY 13
IMPERIAL MUNI (IML)

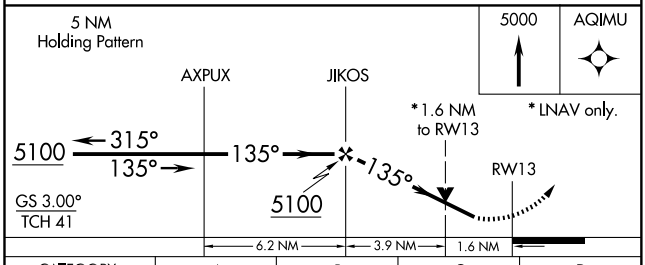
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and BARO-VNAV NA when using Ogallala altimeter setting.

MISSED APPROACH: Climb to 5000 direct AQIMU and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3548-1	275 (300-1)	NA	
LNAV/VNAV DA	3752-1¾	479 (500-1¾)	NA	
LNAV MDA	3820-1	547 (600-1)	NA	
CIRCLING	3860-1	585 (600-1)	NA	

MIRL Rwy 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

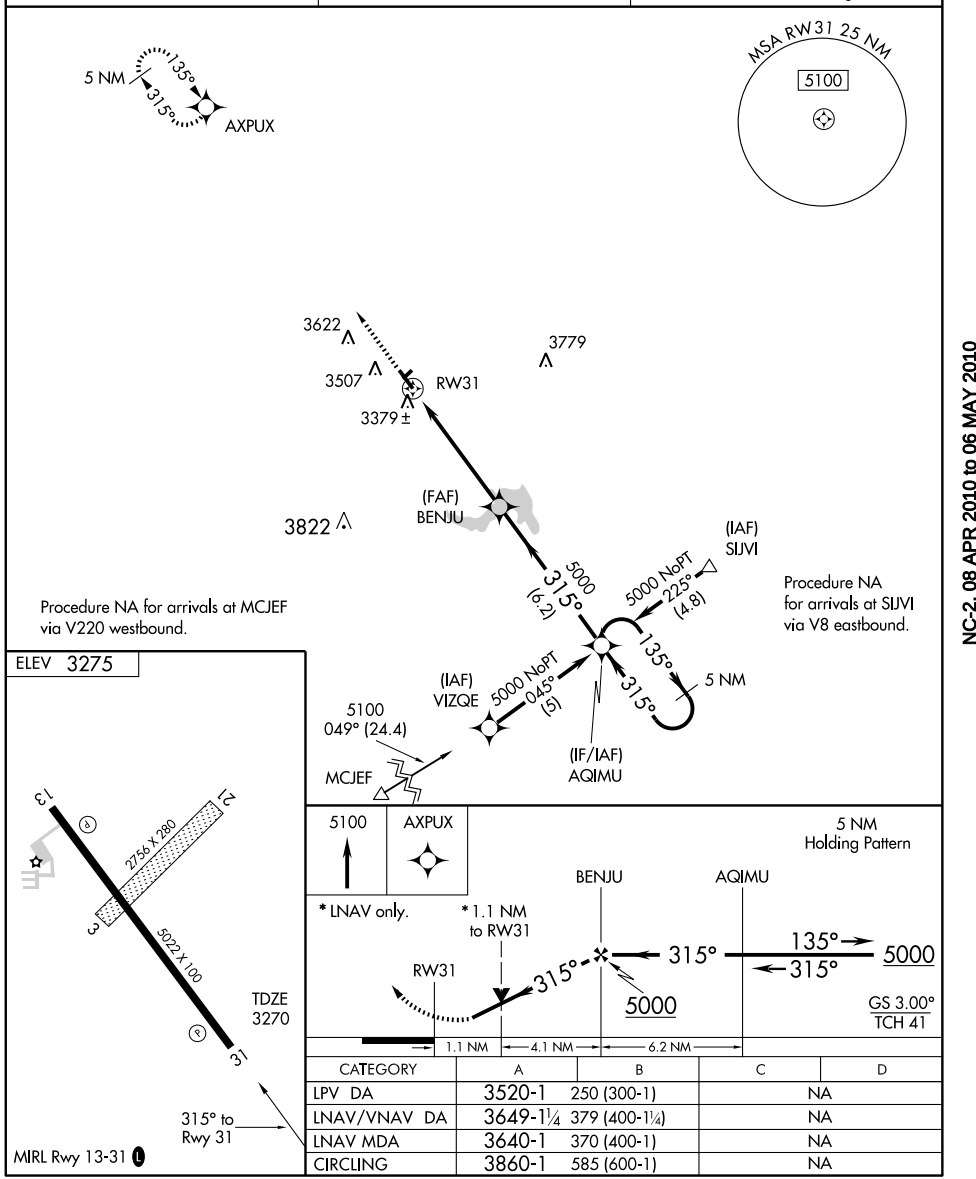
WAAS	APP CRS	Rwy Idg	5022
CH 72903	315°	TDZE	3270
W31A		Apt Elev	3275

RNAV (GPS) RWY 31
IMPERIAL MUNI (IML)

BARO-VNAV NA when using Ogallala altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting.

MISSED APPROACH: Climb to 5100 direct AXPUX and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3520-1	250 (300-1)	NA	
LNAV/VNAV DA	3649-1¼	379 (400-1¼)	NA	
LNAV MDA	3640-1	370 (400-1)	NA	
CIRCLING	3860-1	585 (600-1)	NA	

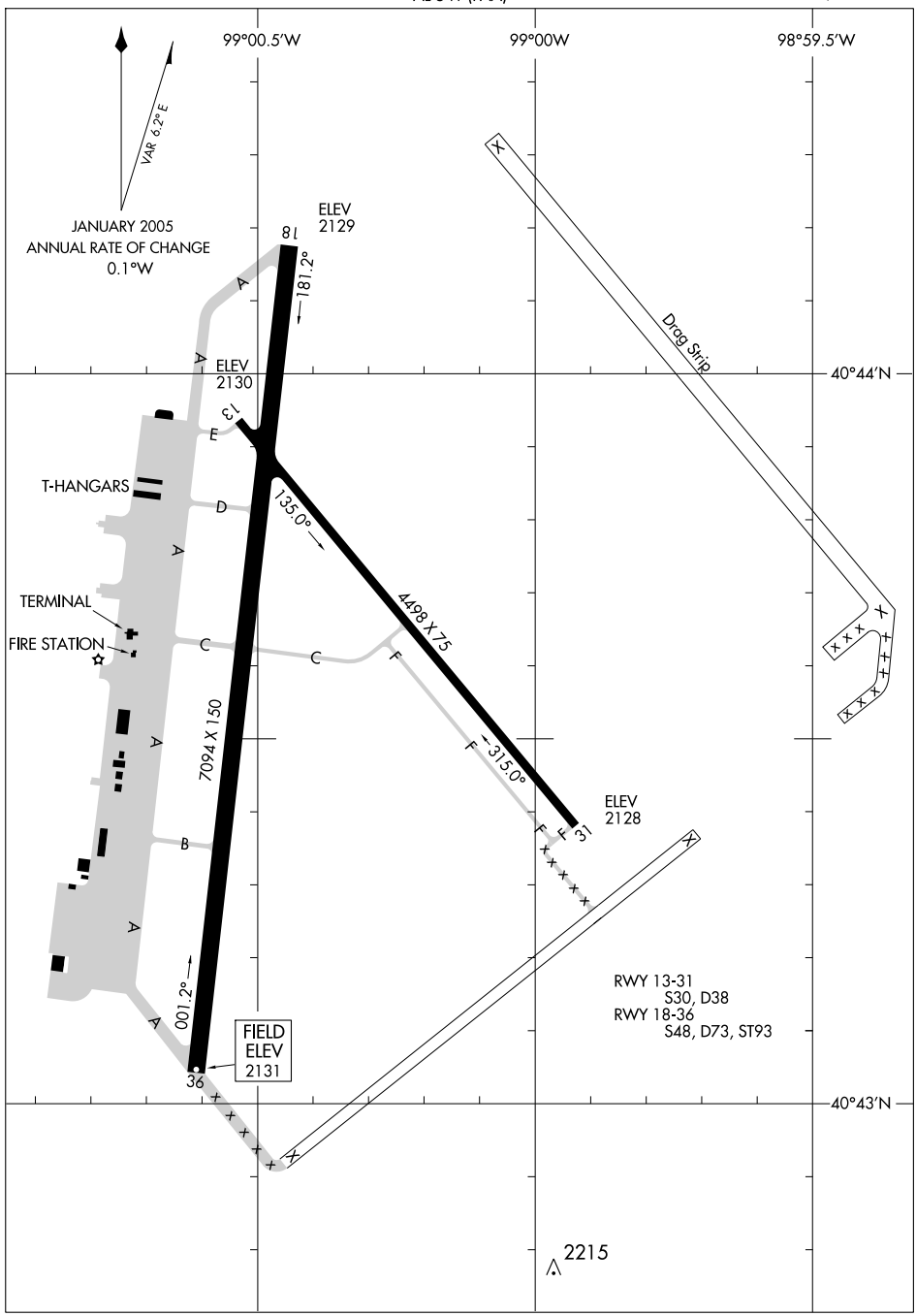
NC-2. 08 APR 2010 to 06 MAY 2010

07298

AIRPORT DIAGRAM

AL-541 (FAA)

KEARNEY RGNL (EAR)
KEARNEY, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-EAR	APP CRS	Rwy Idg	7094
110.9	358°	TDZE	2131
Chan 46		Apt Elev	2131

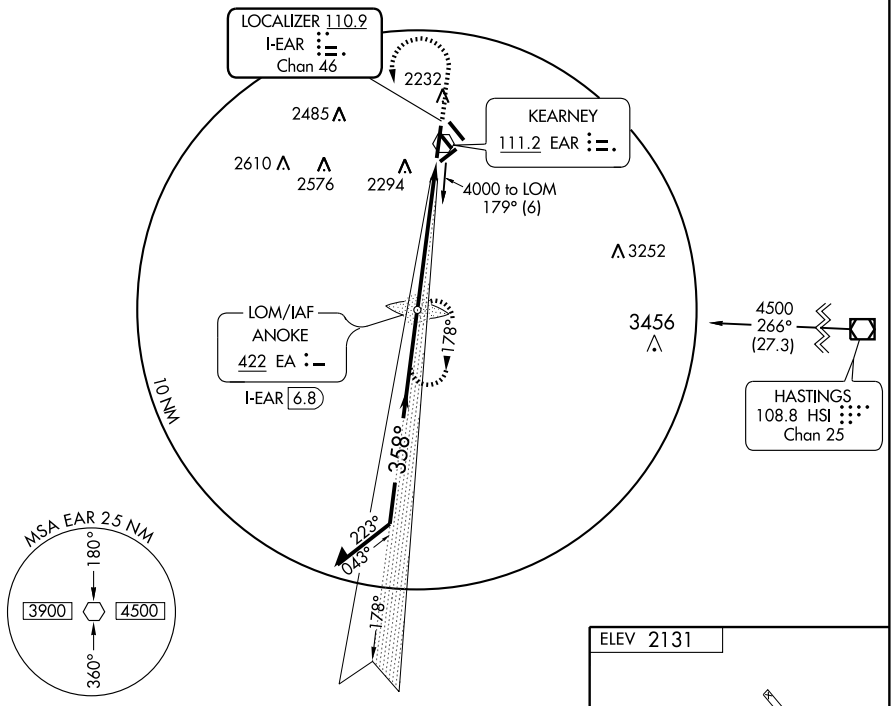
ILS RWY 36
KEARNEY RGNL (EAR)

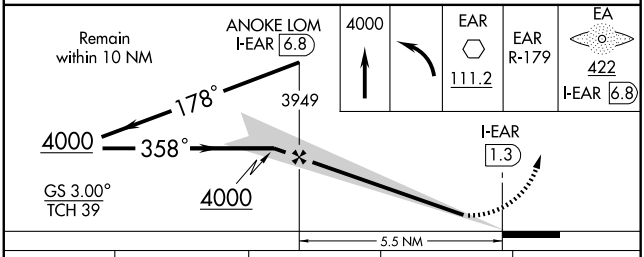
NA

MALSR

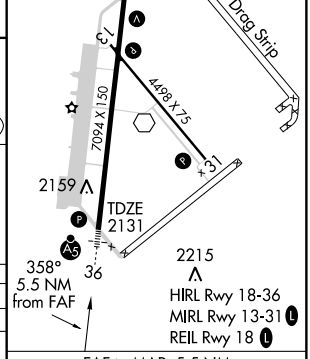
MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR, then via EAR R-179 to ANOKE LOM/INT/I-EAR 6.8 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF)





CATEGORY	A	B	C	D
S-ILS 36	2331-½	200 (200-½)		
S-LOC 36	2540-½ 409 (500-½)		2540-¾ 409 (500-¾)	
CIRCLING	2600-1 469 (500-1)		2600-1½ 469 (500-1½)	2700-2 569 (600-2)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2. 08 APR 2010 to 06 MAY 2010

LOM ANOKE	APP CRS	Rwy Idg	7094
422 EA	358°	TDZE	2131
		Apt Elev	2131

NDB RWY 36

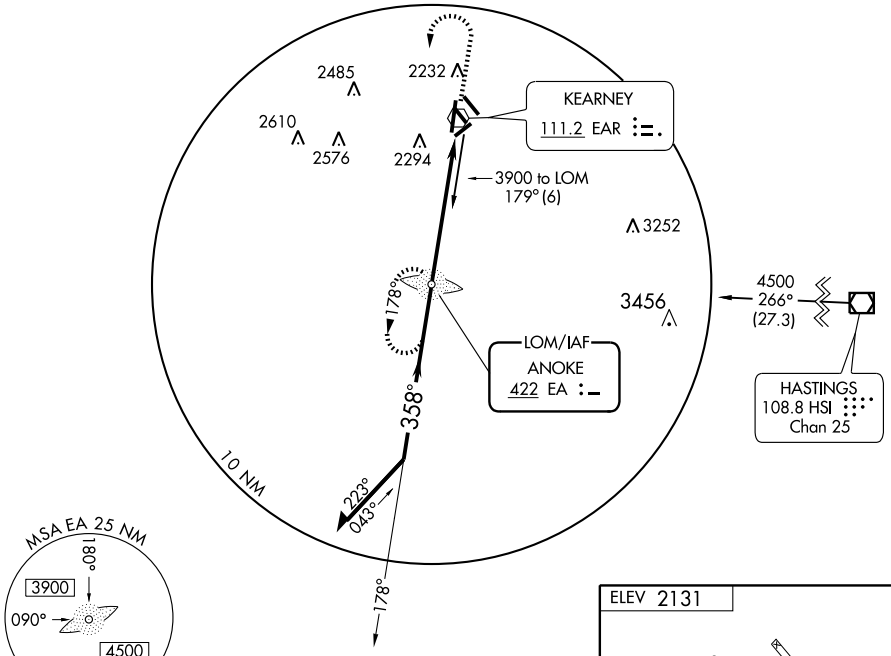
KEARNEY RGNL (EAR)

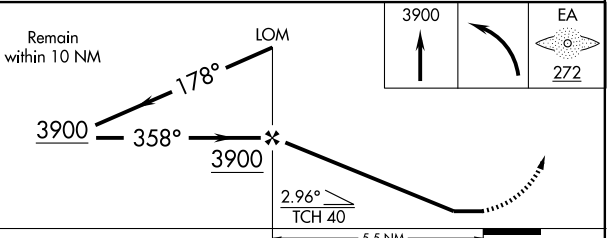
NA

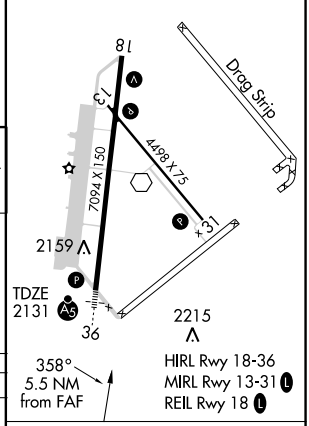
MALSR

MISSED APPROACH: Climb to 3900 then left turn direct EA LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	2600-¾ 469 (500-¾)			2600-1¼ 469 (500-1¼)
CIRCLING	2600-1 469 (500-1)		2600-1½ 469 (500-1½)	2700-2 569 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	7094
CH 86213	178°	TDZE	2131
W18A		Apt Elev	2131

RNAV (GPS) RWY 18

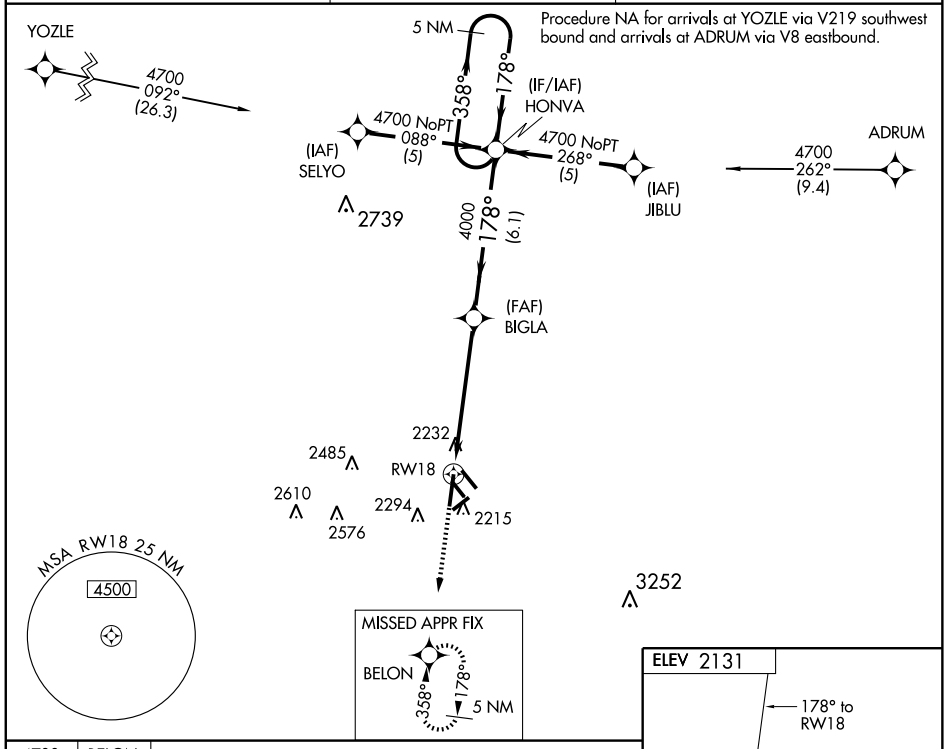
KEARNEY RGNL (EAR)

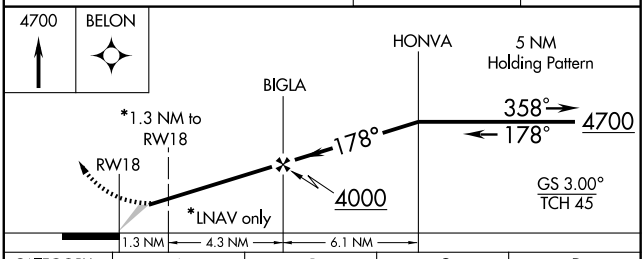
BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV and VDP NA when using Brewster Field altimeter setting.

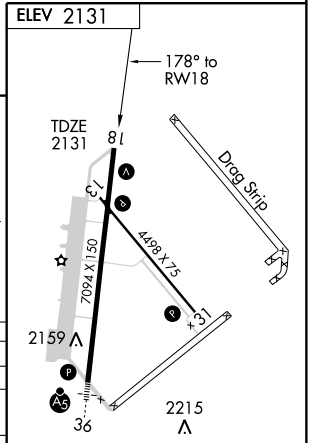
MISSED APPROACH: Climb to 4700 direct BELON and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF)

Procedure NA for arrivals at YOZLE via V219 southwest bound and arrivals at ADRUM via V8 eastbound.







CATEGORY	A	B	C	D
LPV DA	2470-1¼	339 (400-1¼)		
LNAV/VNAV DA	2520-1½	389 (400-1½)		
LNAV MDA	2600-1 469 (500-1)		2600-1¼ 469 (500-1¼)	2600-1½ 469 (500-1½)
CIRCLING	2600-1½ 469 (500-1½)			2700-2 569 (600-2)

HIRL Rwy 18-36
MIRL Rwy 13-31 (L)
REIL Rwy 18 (L)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 90113 W36A	APP CRS 358°	Rwy Idg 7094 TDZE 2131 Apt Elev 2131

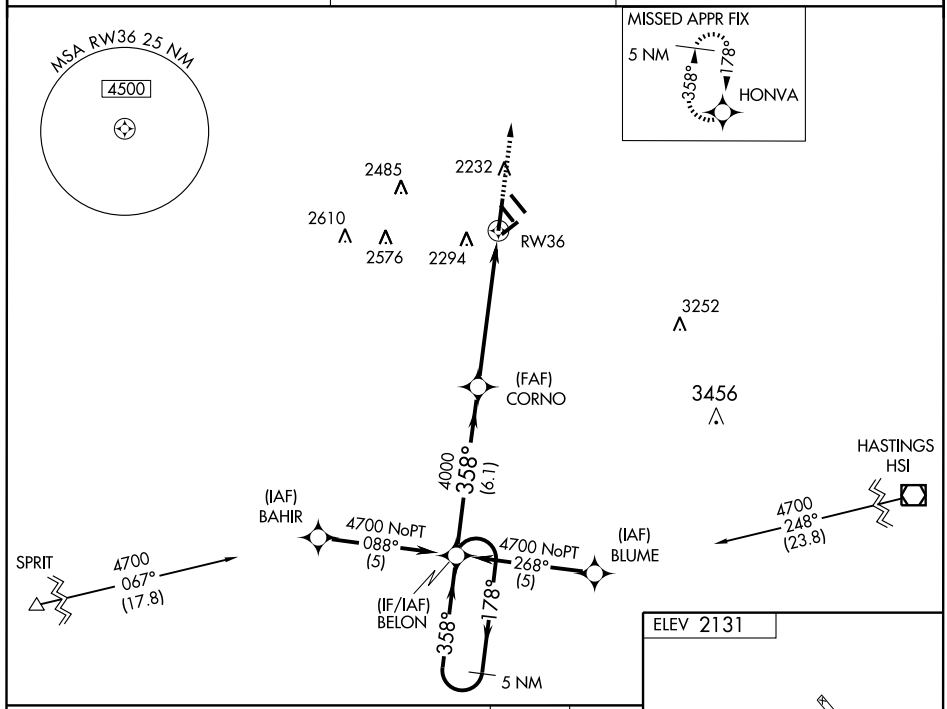
RNAV (GPS) RWY 36
KEARNEY RGNL (EAR)

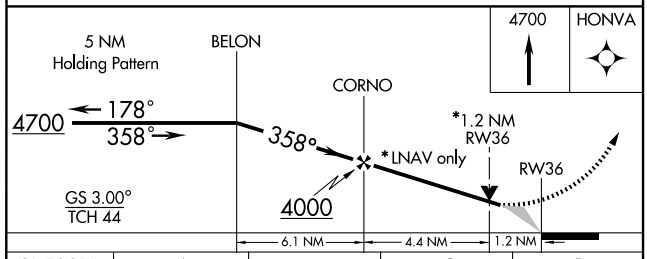
BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO VNAV and VDP NA when using Brewster Field altimeter setting. For inoperative MALSR, increase LPV visibilty all Cats to 1 mile, increase LNAV Cat D visibilty to 1¼ mile.

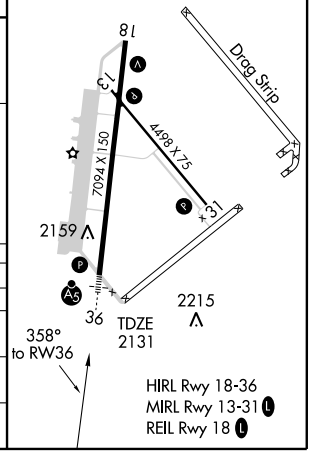
MALSR

MISSED APPROACH: Climb to 4700 direct HONVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2390-½ 259 (300-½)			
LNAV/VNAV DA	2580-1 449 (500-1)			
LNAV MDA	2540-½ 409 (500-½)		2540-¾ 409 (500-¾)	2540-1 409 (500-1)
CIRCLING	2600-1½ 469 (500-1½)			2700-2 569 (600-2)

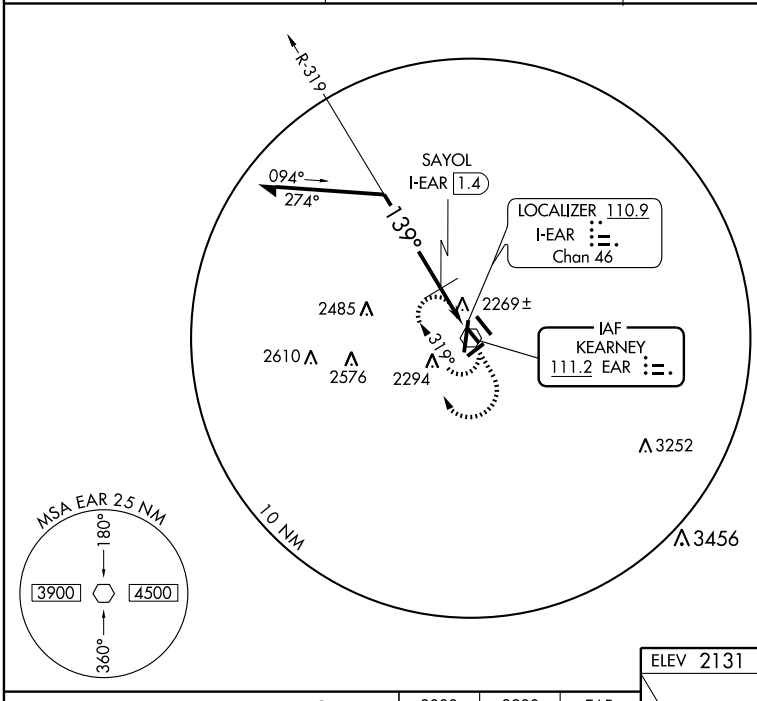
NC-2, 08 APR 2010 to 06 MAY 2010

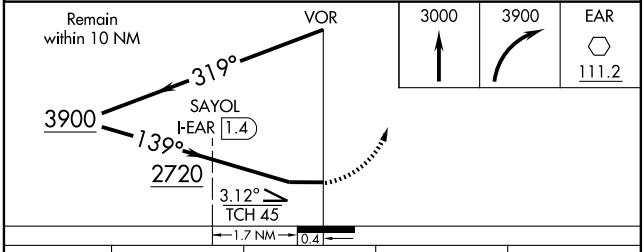
VOR EAR	APP CRS		
111.2	139°	Rwy Idg	4497
		TDZE	2130
		Apt Elev	2131

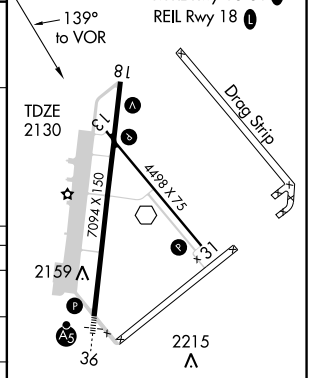
VOR RWY 13
KEARNEY RGNL (EAR)

MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	2720-1	590 (600-1)	2720-1½ 590 (600-1½)	2720-1¾ 590 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
SAYOL FIX MINIMUMS				
S-13	2520-1	390 (400-1)		2520-1¼ 390 (400-1¼)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

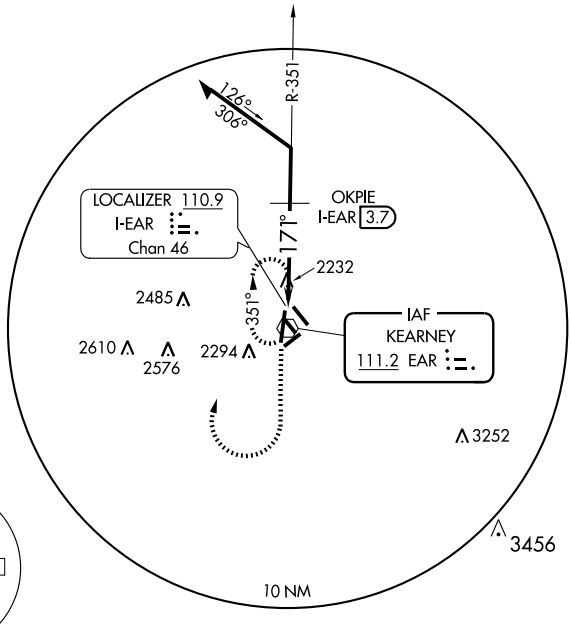
VOR EAR	APP CRS		
111.2	171°	Rwy Idg	7094
		TDZE	2131
		Apt Elev	2131

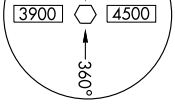
VOR RWY 18

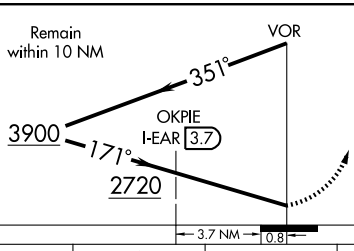
KEARNEY RGNL (EAR)

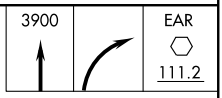
MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L





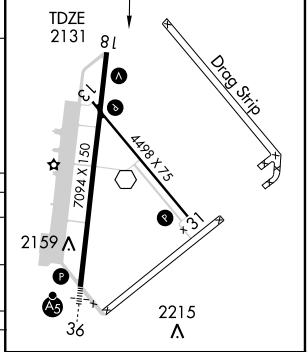




CATEGORY	A	B	C	D
S-18	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-1¾ 589 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
OKPIE MINIMUMS				
S-18	2580-1	449 (500-1)	2580-1¼ 449 (500-1¼)	2580-1½ 449 (500-1½)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

ELEV 2131

HIRL Rwy 18-36
MIRL Rwy 13-31 L
REIL Rwy 18 L



Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

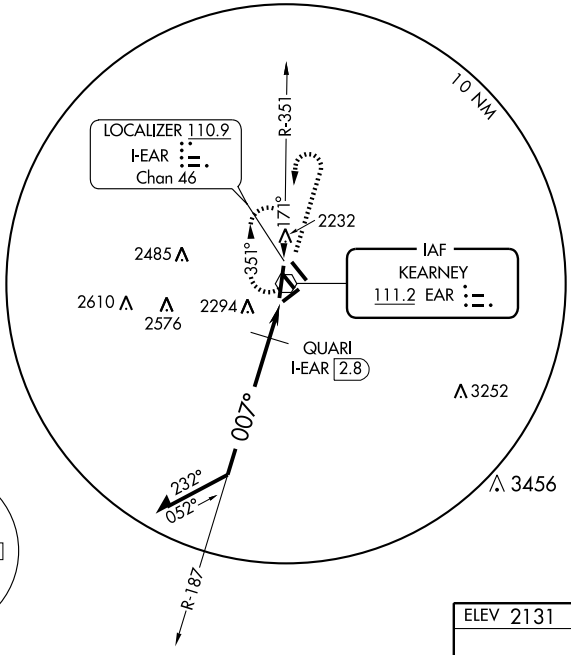
VOR EAR	APP CRS		
111.2	007°	Rwy Idg	7094
		TDZE	2131
		Apt Elev	2131

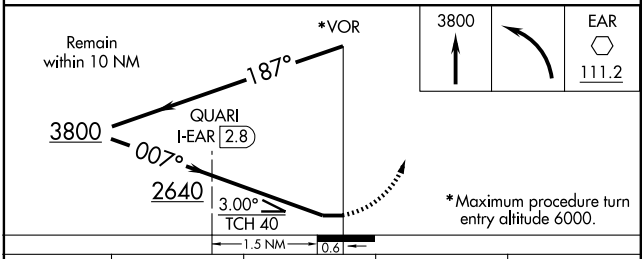
VOR RWY 36
KEARNEY RGNL (EAR)

MALSR

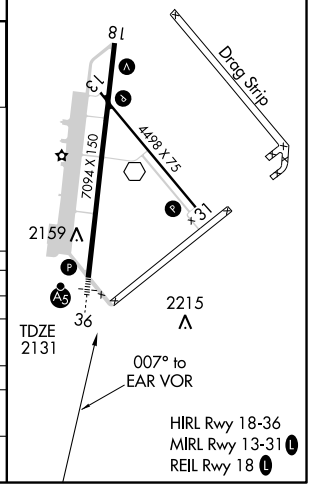
MISSED APPROACH: Climb to 3800 then left turn direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-36	2640-½	509 (600-½)	2640-1	509 (600-1)
CIRCLING	2640-1	509 (600-1)	2640-1½ 509 (600-1½)	2700-2 569 (600-2)
	QUARI FIX MINIMUMS			
S-36	2560-½	429 (500-½)	2560-¾ 429 (500-¾)	2560-1 429 (500-1)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	6199
095°	TDZE	4926
	Apt Elev	4926

RNAV (GPS) RWY 10

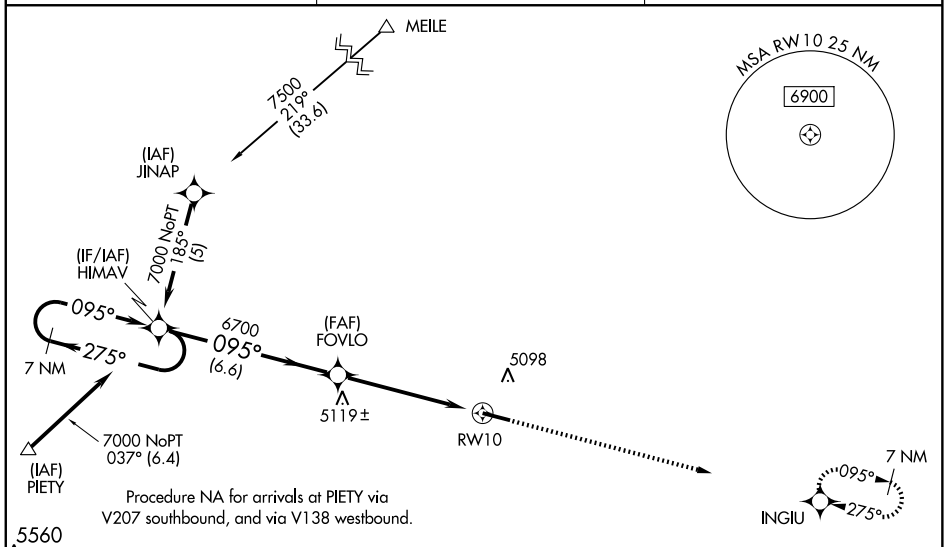
KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

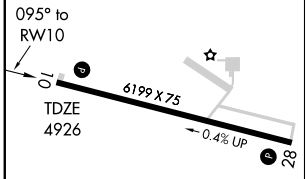
NA

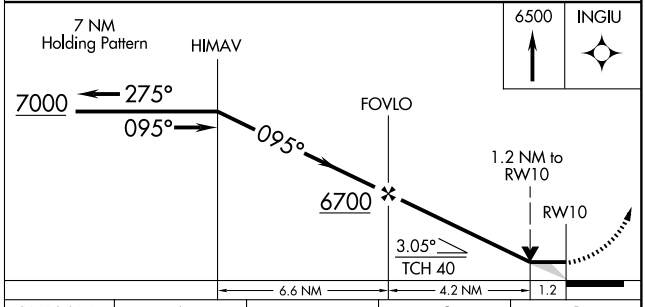
If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase all MDAs 160 feet. DME/DME RNP-0.3 NA. VDP NA with Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct INGIU and hold.

AWOS-3	DENVER CENTER	UNICOM
118.075	125.9 284.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5360-1 434 (500-1)		5360-1¼ 434 (500-1¼)	5360-1½ 434 (500-1½)
CIRCLING	5360-1 434 (500-1)	5420-1 494 (500-1)	5420-1½ 494 (500-1½)	5480-2 554 (600-2)

MIRL Rwy 10-28 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 42503 W28A	APP CRS 275°	Rwy Idg 6199 TDZE 4908 Apt Elev 4926

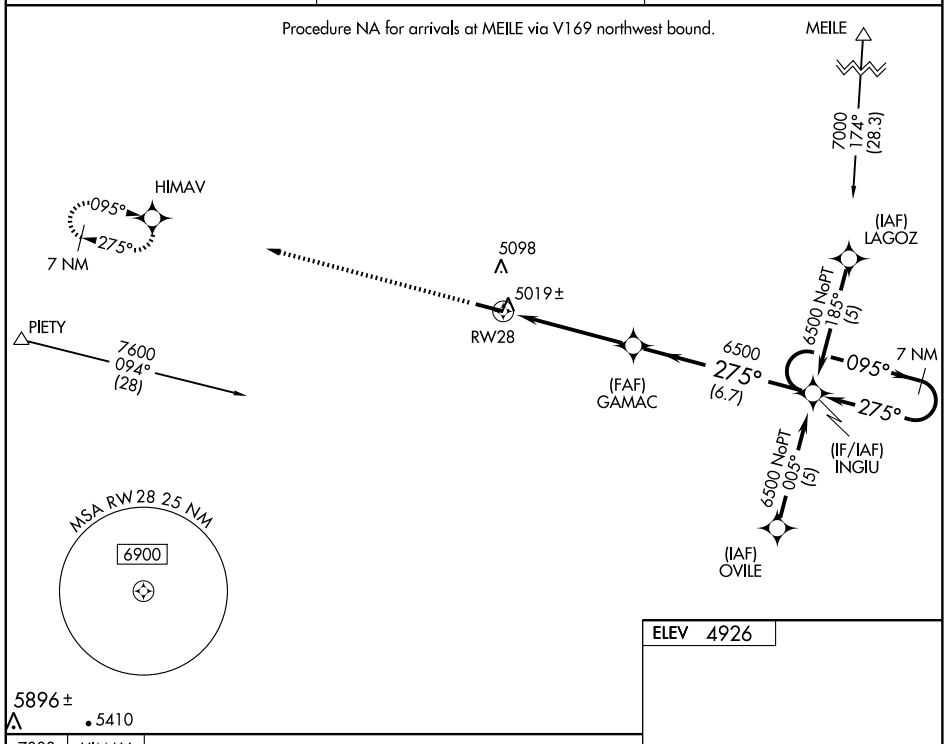
RNAV (GPS) RWY 28

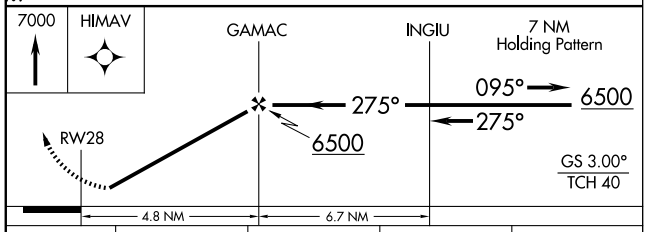
KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

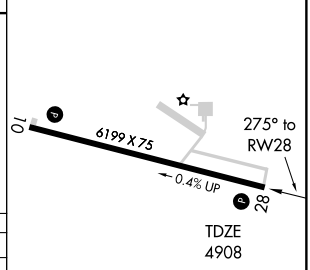
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase DAs/MDAs 160 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). BARO-VNAV NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct HIMAV and hold.

AWOS-3	DENVER CENTER	UNICOM
118.075	125.9 284.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA		5255-1¼ 347 (400-1¼)		
LNAV/VNAV DA		5321-1½ 413 (400-1½)		
LNAV MDA	5380-1 472 (500-1)		5380-1¼ 472 (500-1¼)	5380-1½ 472 (500-1½)
CIRCLING	5380-1½ 454 (500-1½)	5420-1½ 494 (500-1½)		5480-2 554 (600-2)

MIRL Rwy 10-28 (L)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5489
CH 61203	136°	TDZE	2413
W14A		Apt Elev	2413

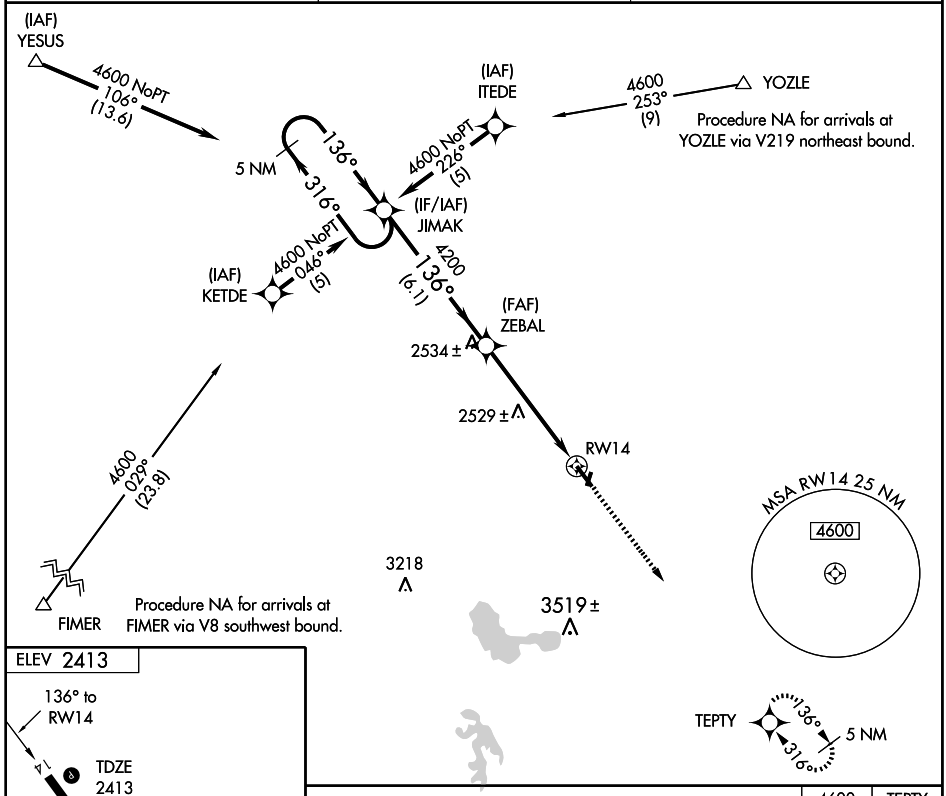
RNAV (GPS) RWY 14

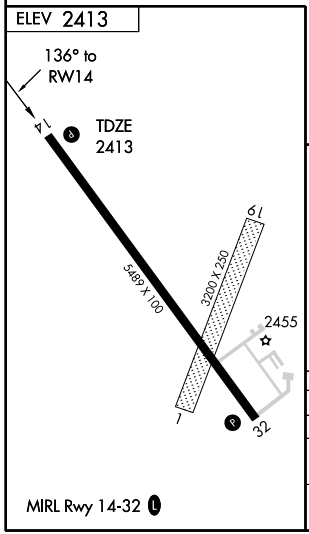
LEXINGTON/JIM KELLY FIELD (LXN)

If local altimeter setting not received, use Brewster Field altimeter setting and increase DA to 2773 feet and all MDAs 80 feet.
VDP NA when using Brewster Field altimeter setting. DME/DME RNP-0.3 NA.

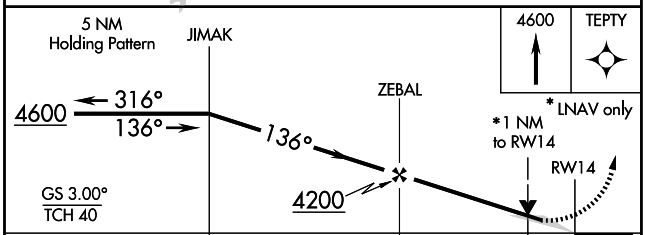
MISSED APPROACH: Climb to 4600 direct TEPTY and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF)





MIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	2663-1 250 (300-1)			
LNAV MDA	2780-1 367 (400-1)			2780-1¼ 367 (400-1¼)
CIRCLING	2780-1 367 (400-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

WAAS CH 49003 W32A	APP CRS 316°	Rwy Idg 5489 TDZE 2408 Apt Elev 2413

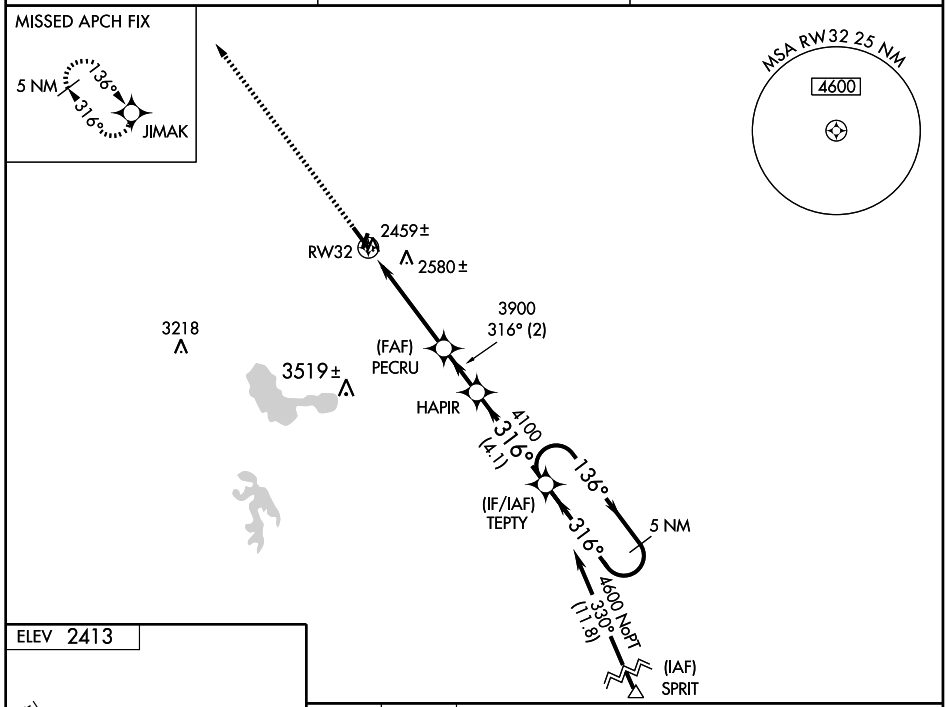
RNAV (GPS) RWY 32

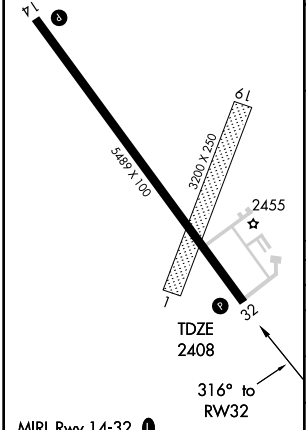
LEXINGTON/ JIM KELLY FIELD (LXN)

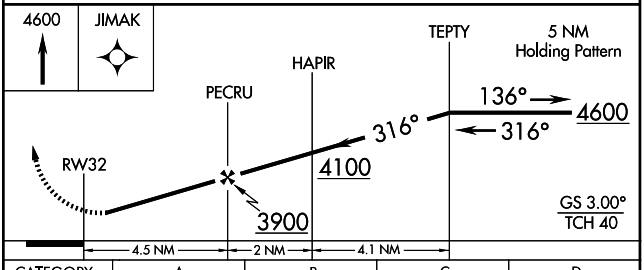
T A — BARO-VNAV NA when using Brewster Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase LPV DA to 2773, increase LNAV/VNAV DA to 2931 and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4600 direct JIMAK and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2693-1 285 (300-1)			
LNAV/ VNAV DA	2729-1¼ 321 (400-1¼)			
LNAV MDA	2860-1 452 (500-1)		2860-1¼ 452 (500-1¼)	2860-1½ 452 (500-1½)
CIRCLING	2860-1 447 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VOR OZB	APP CRS	Rwy Idg	5489
109.0	105°	TDZE	2413
		Apt Elev	2413

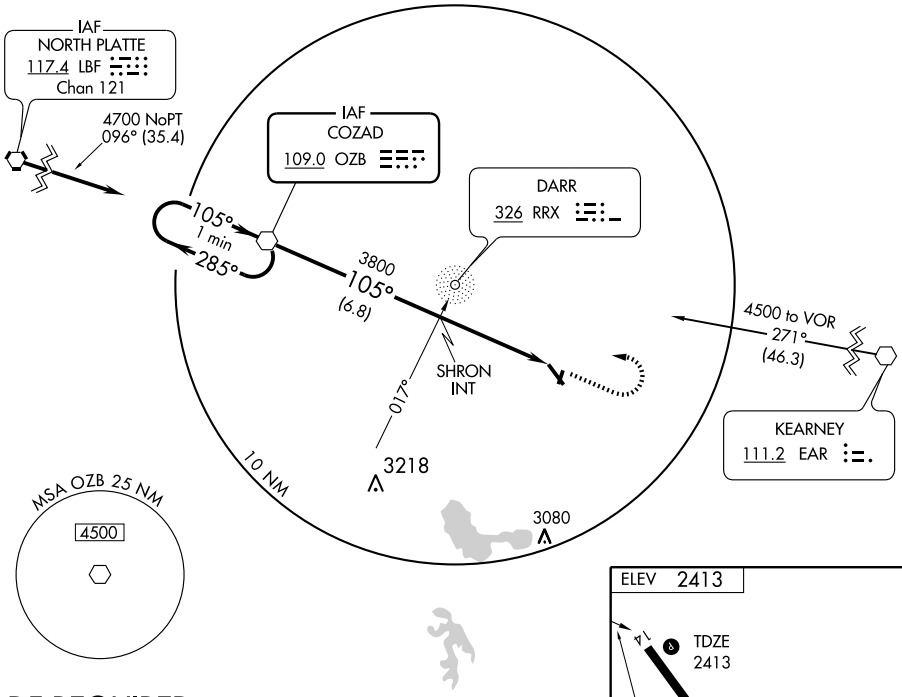
VOR RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

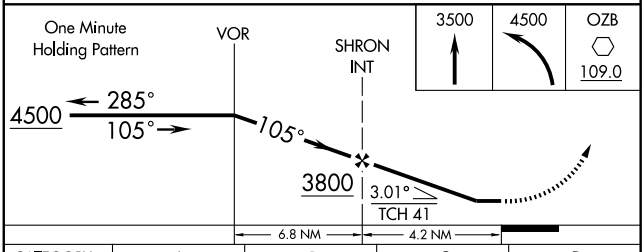
Circling to Rwy 1/19 NA at night.

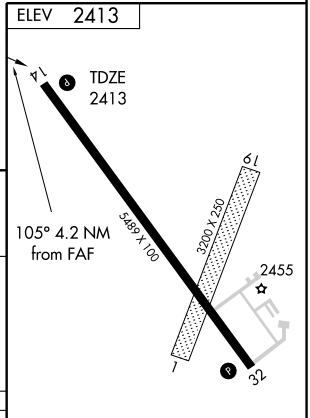
MISSED APPROACH: Climb to 3500 then climbing left turn to 4500 direct OZB VOR and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-14	2840-1 427 (500-1)		2840-1¼ 427 (500-1¼)	2840-1½ 427 (500-1½)
CIRCLING	2840-1 427 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

MIRL Rwy 14-32 L

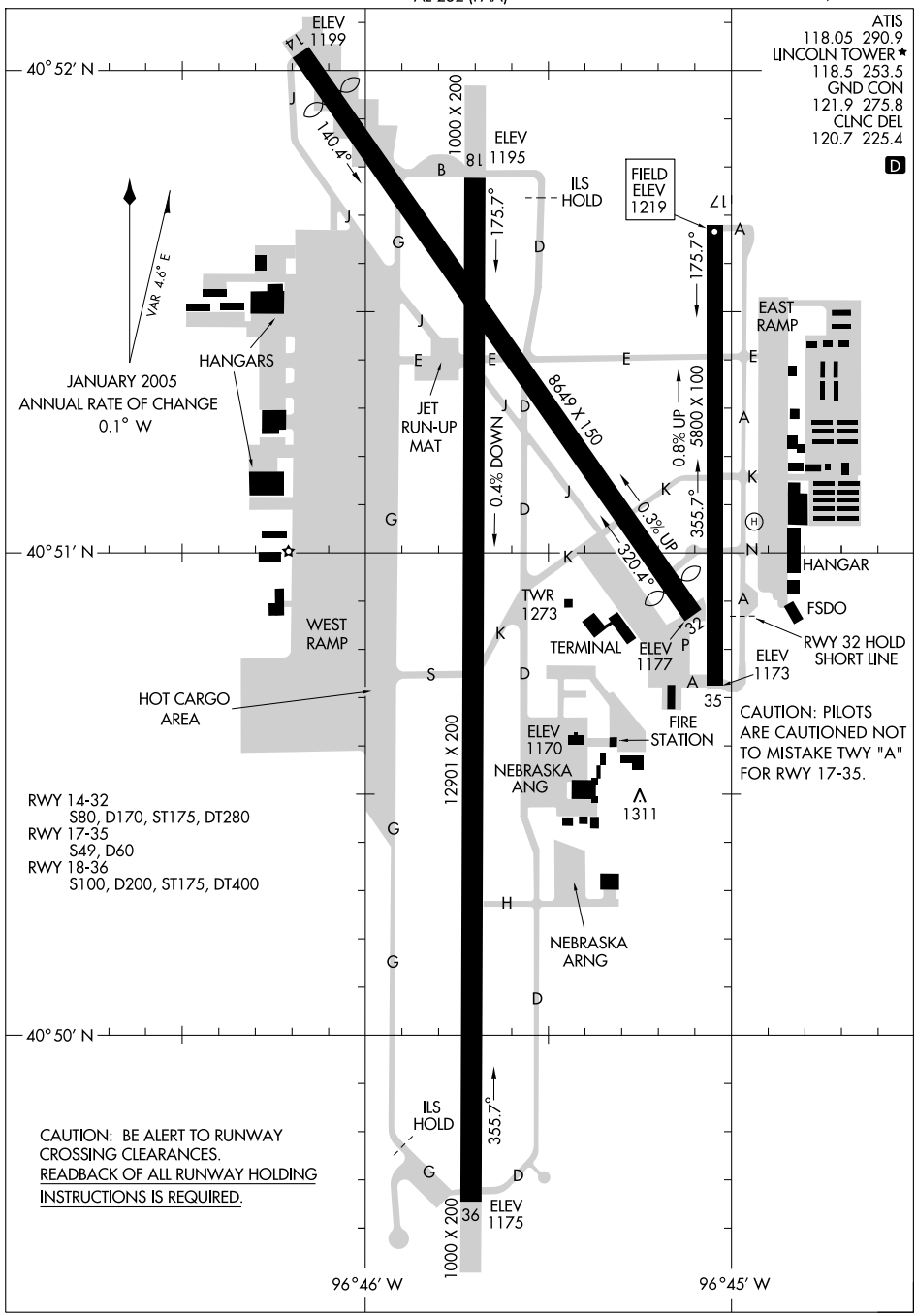
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-2. 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

AL-232 (FAA)

LINCOLN (LNK)
LINCOLN, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

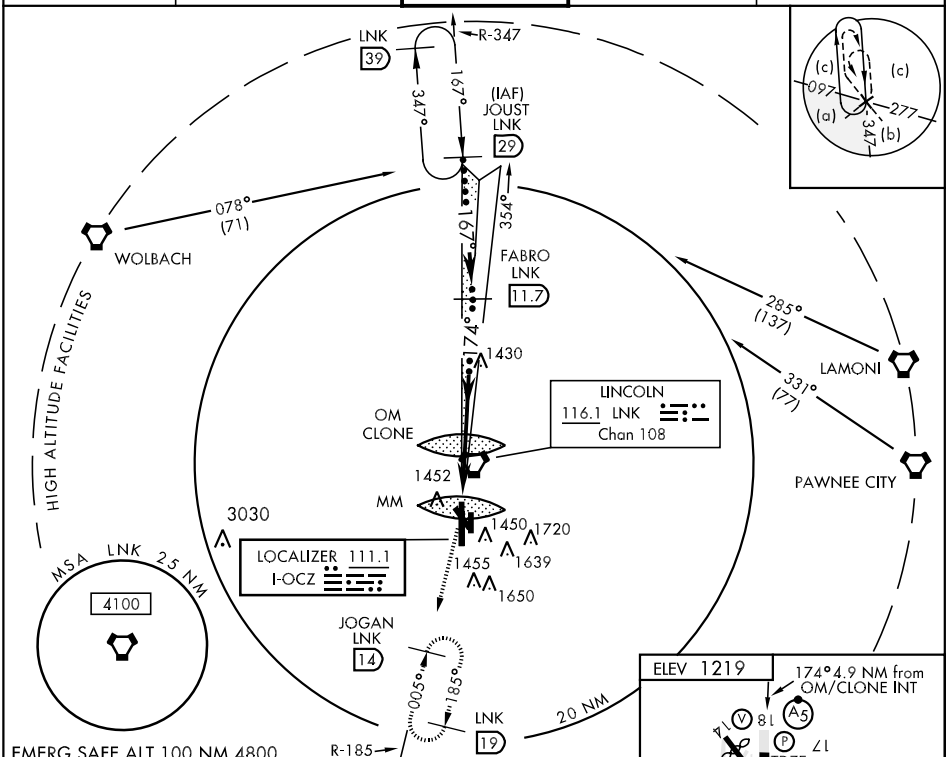
HI-ILS RWY 18

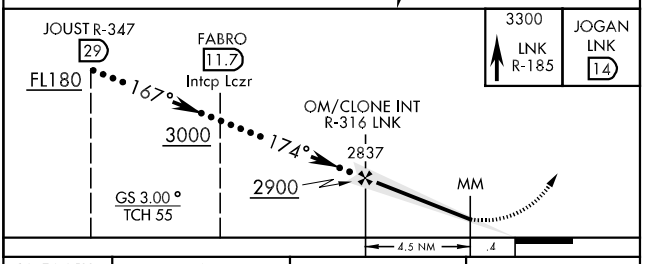
LOC I-OCZ	APCH CRS	Rwy ldg 12,901 TDZE 1195 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)
111.1	174°			

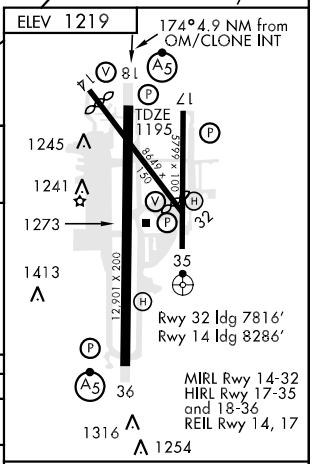
MALSR

MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4







CATEGORY	C	D	E
S-ILS 18	1395-½	200 (200-½)	
S-LOC 18	1720-1 525 (600-1)	1720-1¼ 525 (600-1¼)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

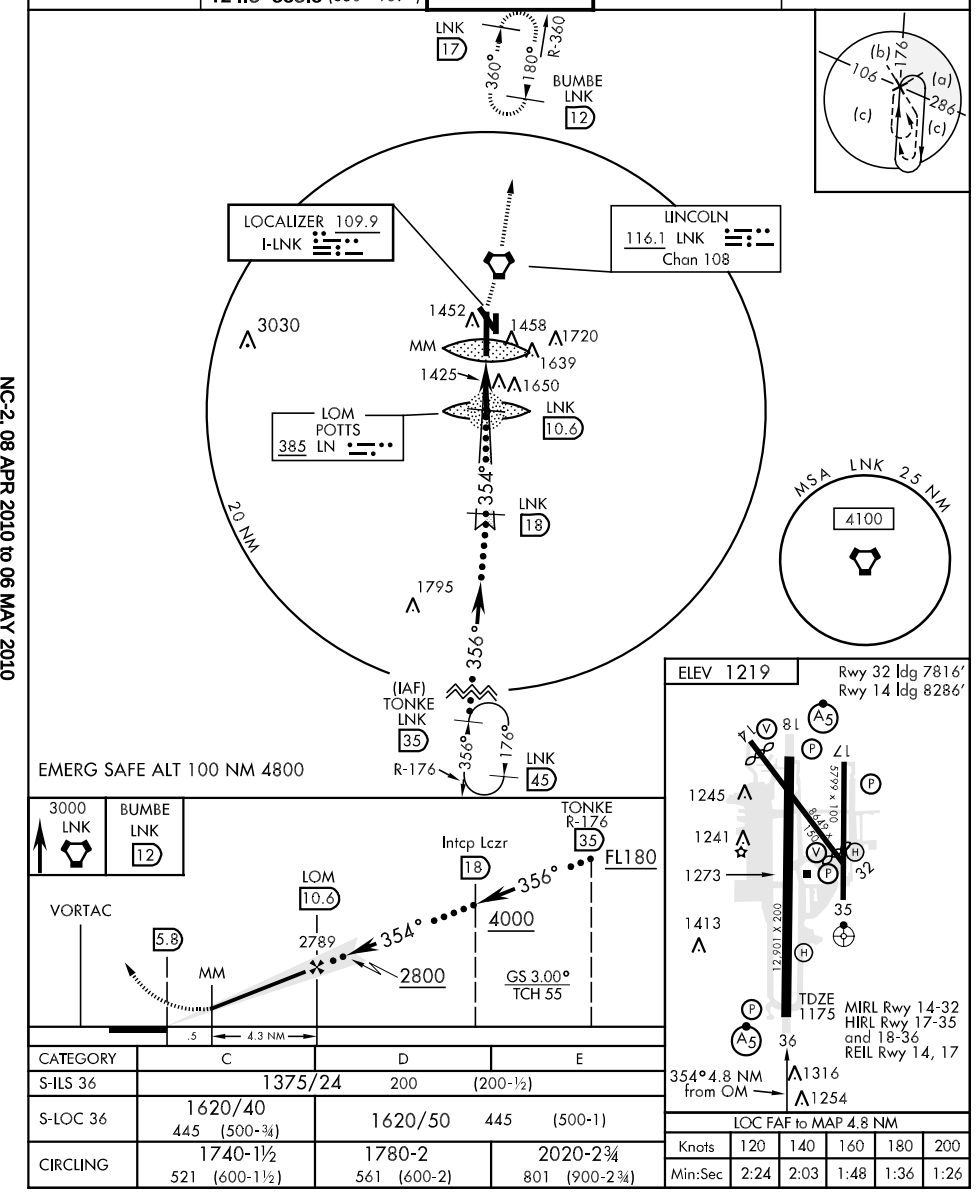
HI-ILS RWY 36

LOC I-LNK 109.9	APCH CRS 354°	Rwy ldg 12,901 TDZE 1175 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)

MALSR

MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4



CATEGORY	C	D	E
S-ILS 36	1375/24 200 (200-½)		
S-LOC 36	1620/40 445 (500-¾)	1620/50 445 (500-1)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

LOC FAF to MAP 4.8 NM

Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

VORTAC LNK 116.1 Chan 108	APCH CRS 185°	Rwy Idg 12,901 TDZE 1195 Arpt Elev 1219

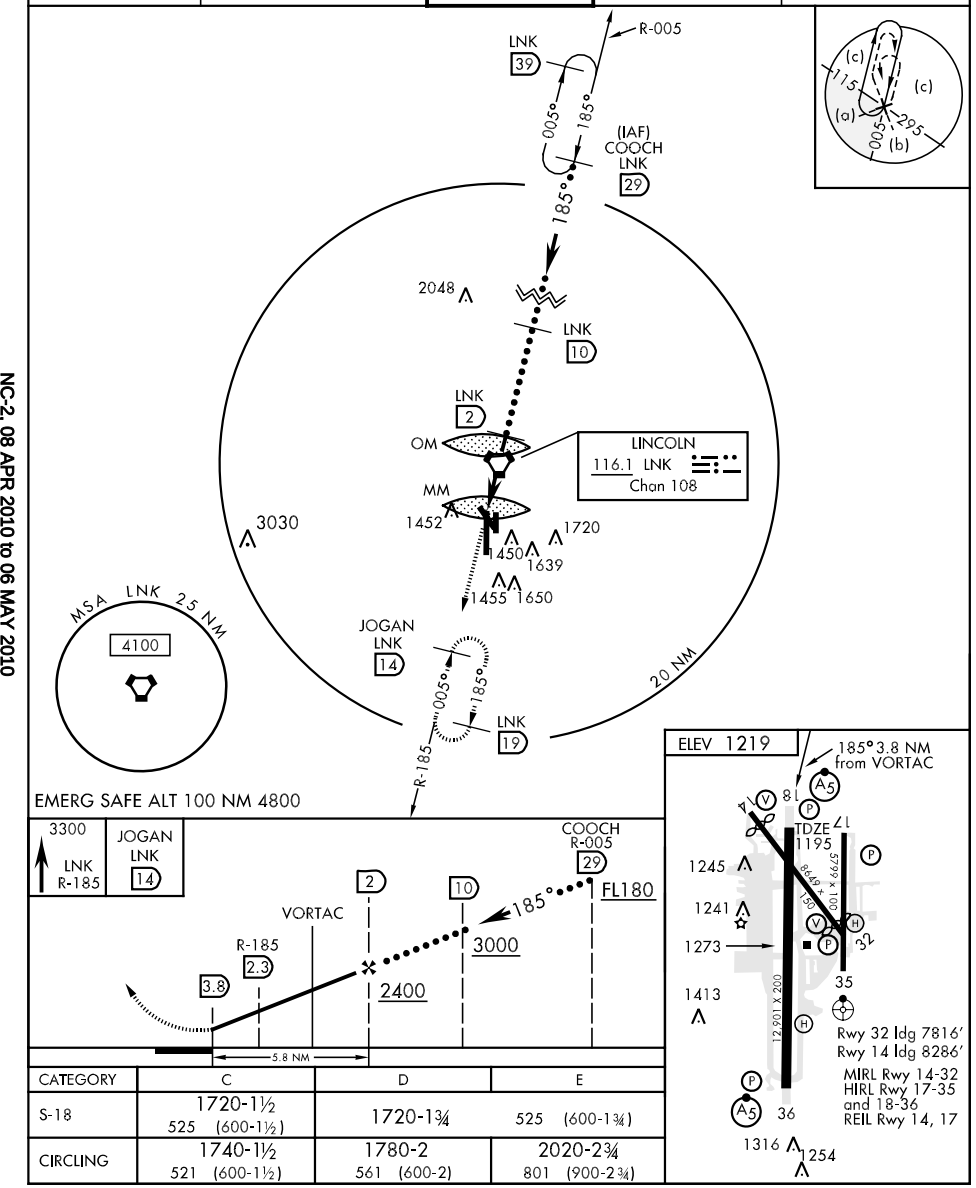
HI-VOR/DME or TACAN RWY 18

JAL-232 [USAF] LINCOLN (KLNK)

MALSR A5

MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4



CATEGORY	C	D	E
S-18	1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC LNK 116.1 Chan 108	APCH CRS 360°	Rwy ldg 12,901 TDZE 1175 Arpt Elev 1219

HI-VOR/DME or TACAN RWY 36

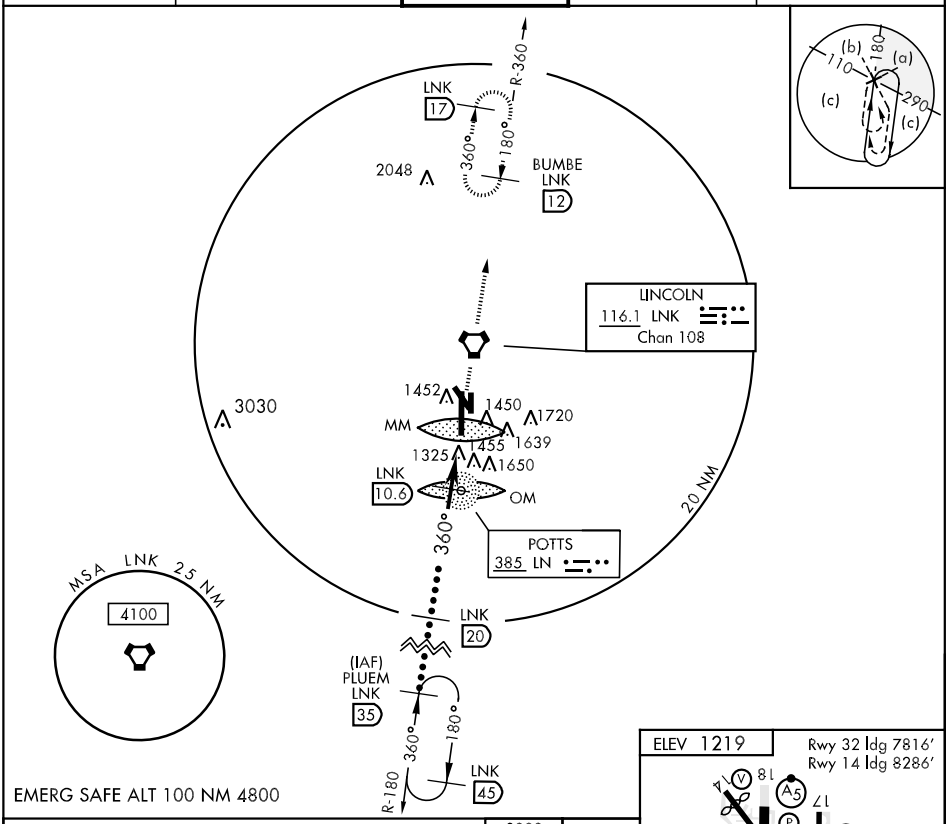
JAL-232 [USAF]

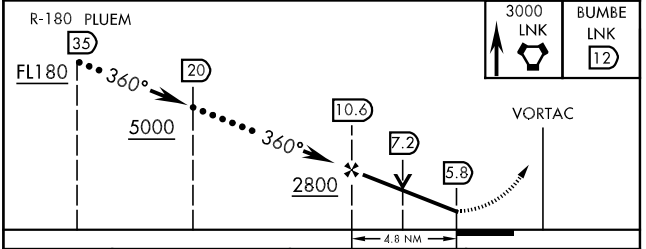
LINCOLN (KLNK)

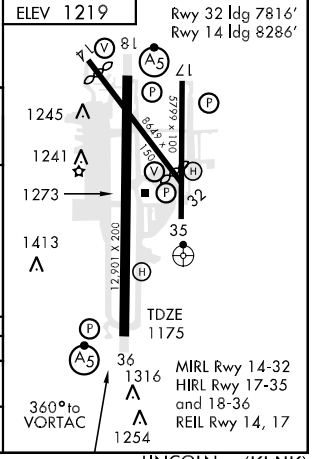
MALSR

MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4







CATEGORY	C	D	E
S-36	1680/50 505 (600-1)		1680/60 505 (600-1¼)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

LOC I-OCZ	APP CRS	Rwy Idg	12901
111.1	174°	TDZE	1195
		Apt Elev	1219

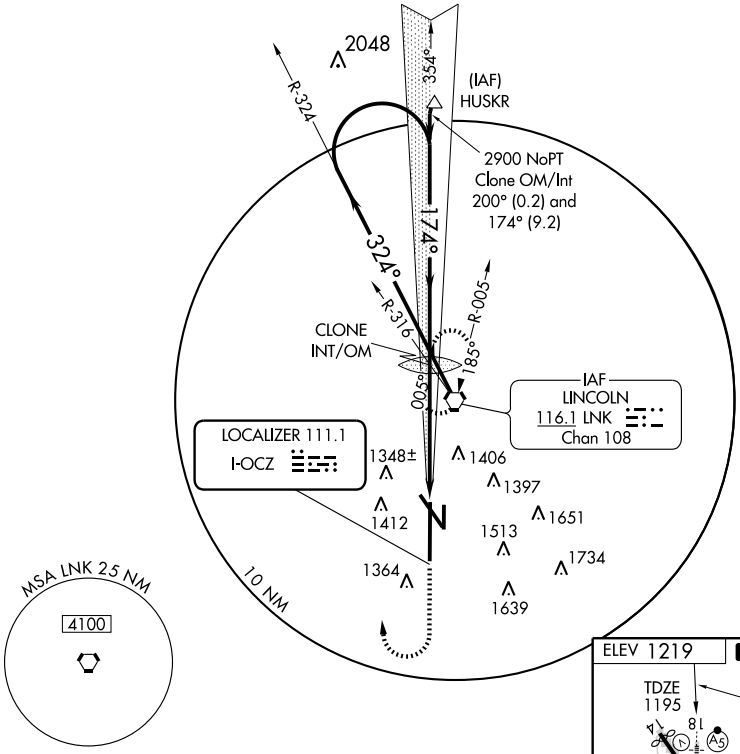
ILS or LOC RWY 18
LINCOLN (LNK)

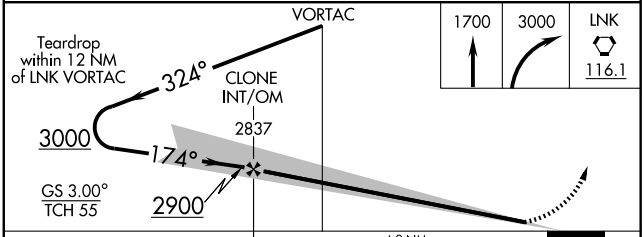
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

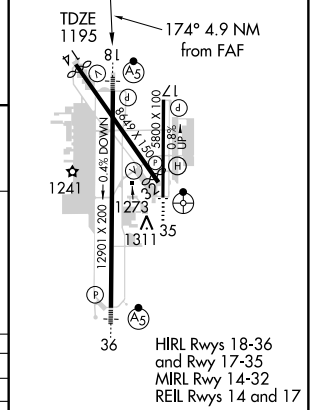
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 18		*1395/24	200 (200-½)	
S-LOC 18	1720/24	525 (600-½)	1720/50 525 (600-1)	1720/60 525 (600-1¼)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-LNK	APP CRS	Rwy Idg	12901
109.9	354°	TDZE	1175
		Apt Elev	1219

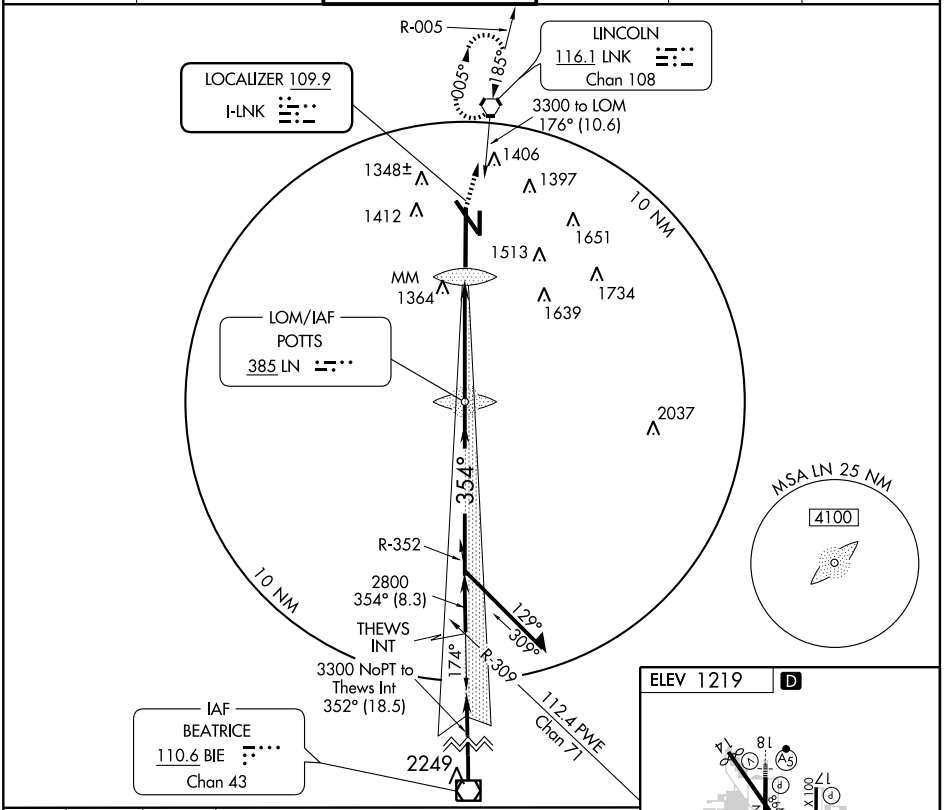
ILS or LOC RWY 36
LINCOLN (LNK)

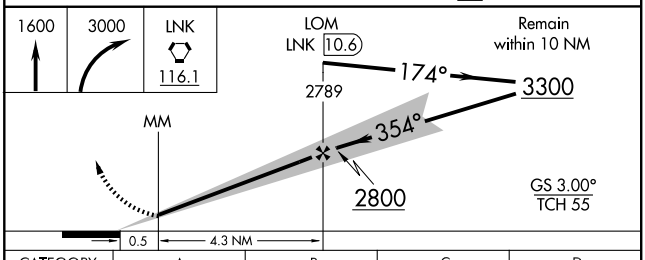
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

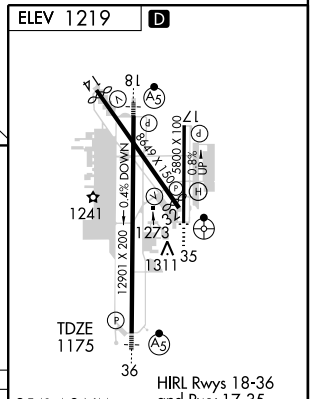
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 36	*1375/24	200 (200-½)		
S-LOC 36	1620/24	445 (500-½)	1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 14

LINCOLN (LNK)

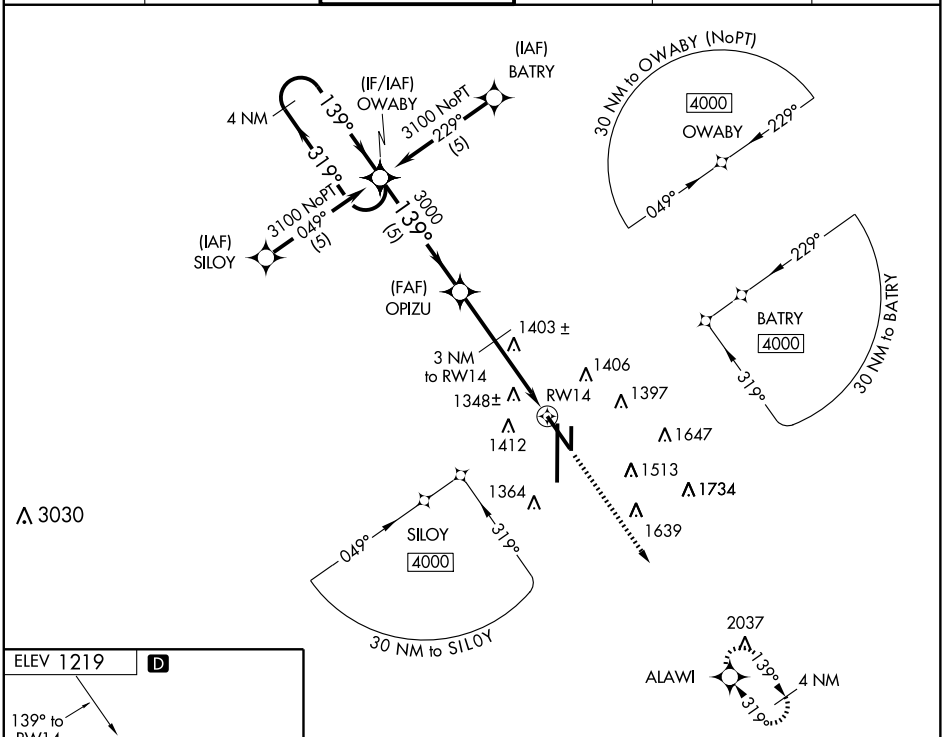
APP CRS	Rwy Idg	8276
139°	TDZE	1199
	Apt Elev	1219

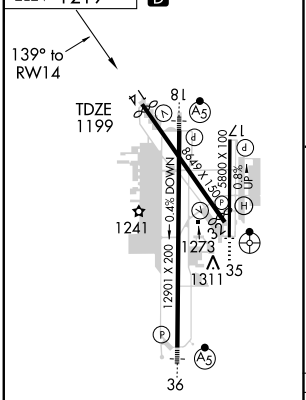
NA

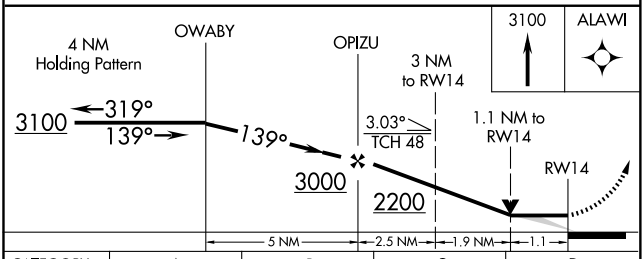
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct ALAWI WP and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
LNAV MDA	1600-1 401 (400-1)		1600-1¼ 401 (400-1¼)	
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1780-2 561 (600-2)

HIRL Rwys 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50114 W18A	APP CRS 174°	Rwy Idg 12901 TDZE 1195 Apt Elev 1219

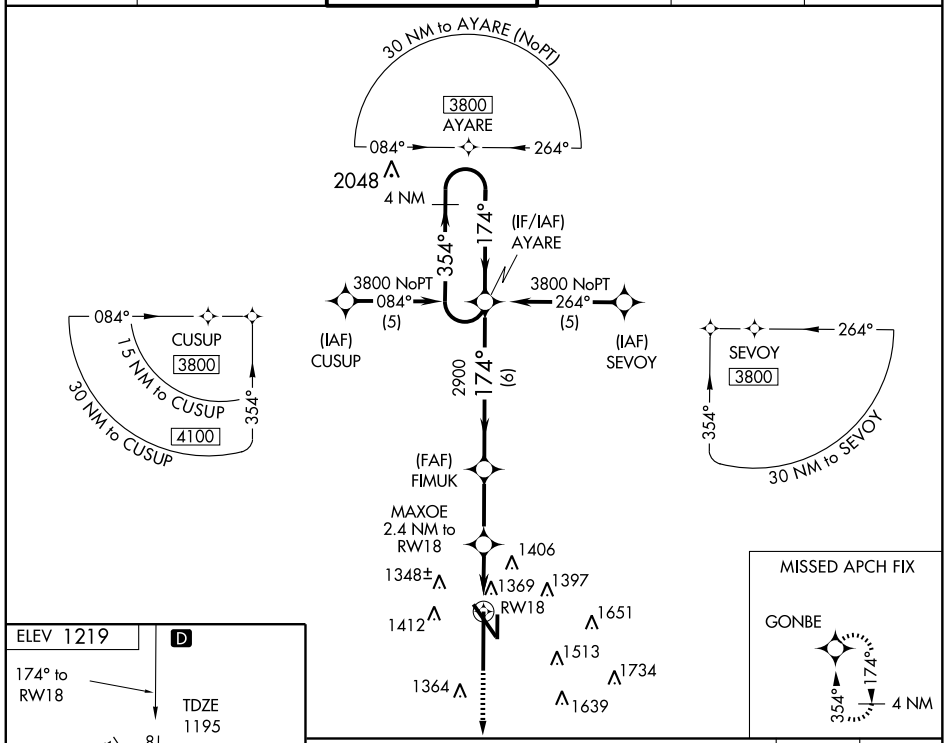
RNAV (GPS) RWY 18
LINCOLN (LNK)

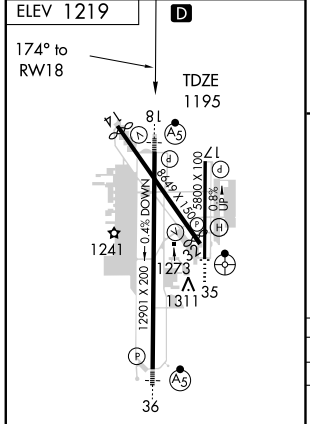
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet, increase all visibilities 1 mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR

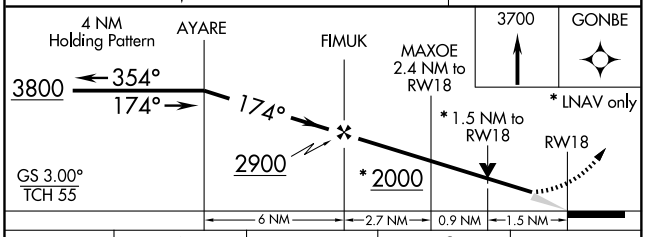
MISSED APPROACH: Climb to 3700 direct GONBE and hold.

ATIS	LINCOLN APP CON ★	LINCOLN TOWER ★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





HIRL Rwys 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17



CATEGORY	A	B	C	D
LPV DA	1445-24 250 (300-½)			
LNAV/VNAV DA	1720-60 525 (600-1¼)			
LNAV MDA	1720-24 525 (600-½)		1720-50 525 (600-1)	1720-60 525 (600-1¼)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 56214 W36A	APP CRS 354°	Rwy Idg 12901 TDZE 1175 Apt Elev 1219

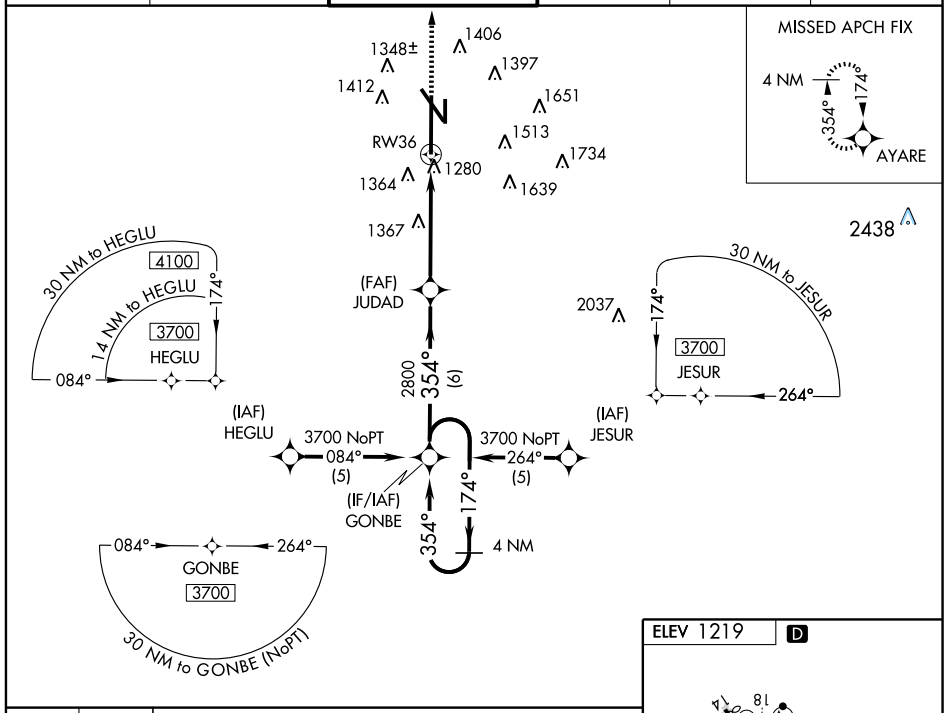
RNAV (GPS) RWY 36
LINCOLN (LNK)

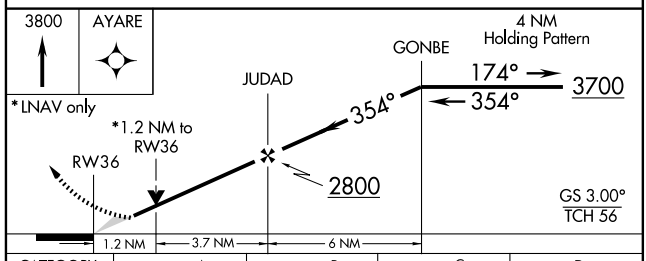
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet and all visibilities ¾ mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 3800 direct AYARE and hold.

ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	1460/24 285 (300-½)			
LNAV/VNAV DA	1669/60 494 (500-1¼)			
LNAV MDA	1620/24 445 (500-½)		1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

NC-2, 08 APR 2010 to 06 MAY 2010

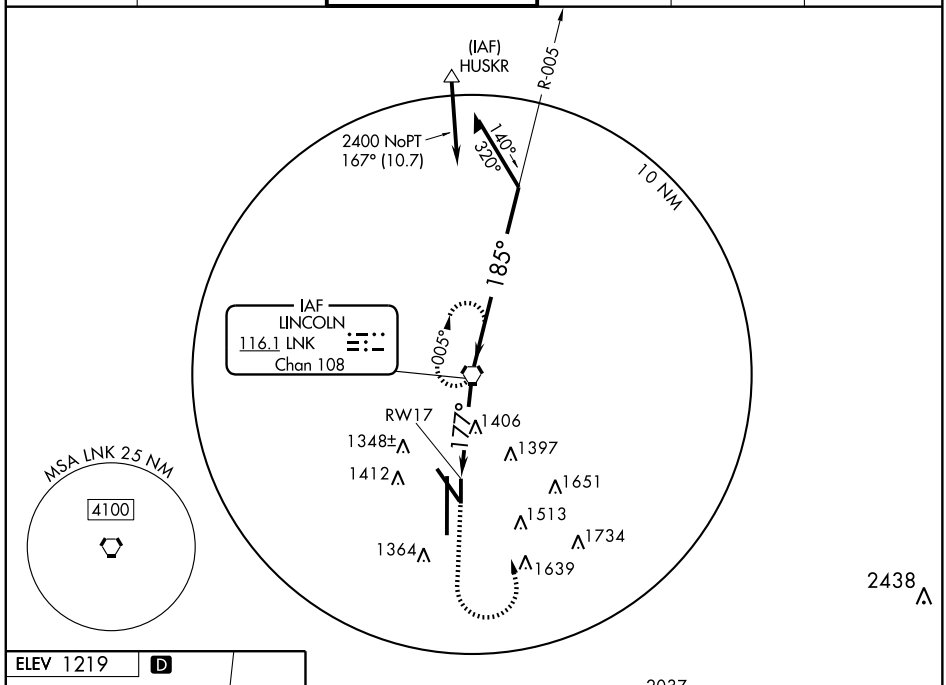
VORTAC LNK 116.1 Chan 108	APP CRS 177°	Rwy Idg 5400 TDZE 1219 Apt Elev 1219

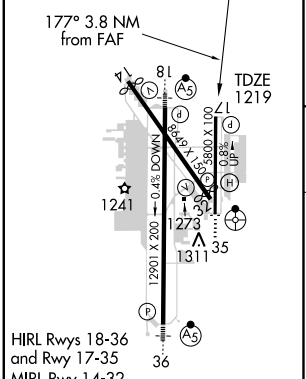
VOR or GPS RWY 17

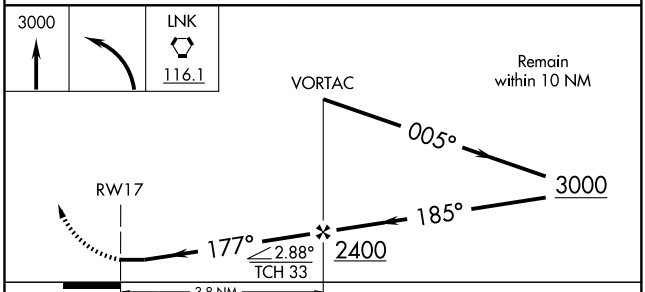
LINCOLN (LNK)

MISSED APPROACH: Climb to 3000 then left turn direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-17	1720-1	502 (600-1)	1720-1½	502 (600-1½)
CIRCLING	1720-1	501 (600-1)	1740-1½ 521 (600-1½)	1780-2 561 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LNK 116.1 Chan 108	APP CRS 185°	Rwy Idg 12901 TDZE 1195 Apt Elev 1219

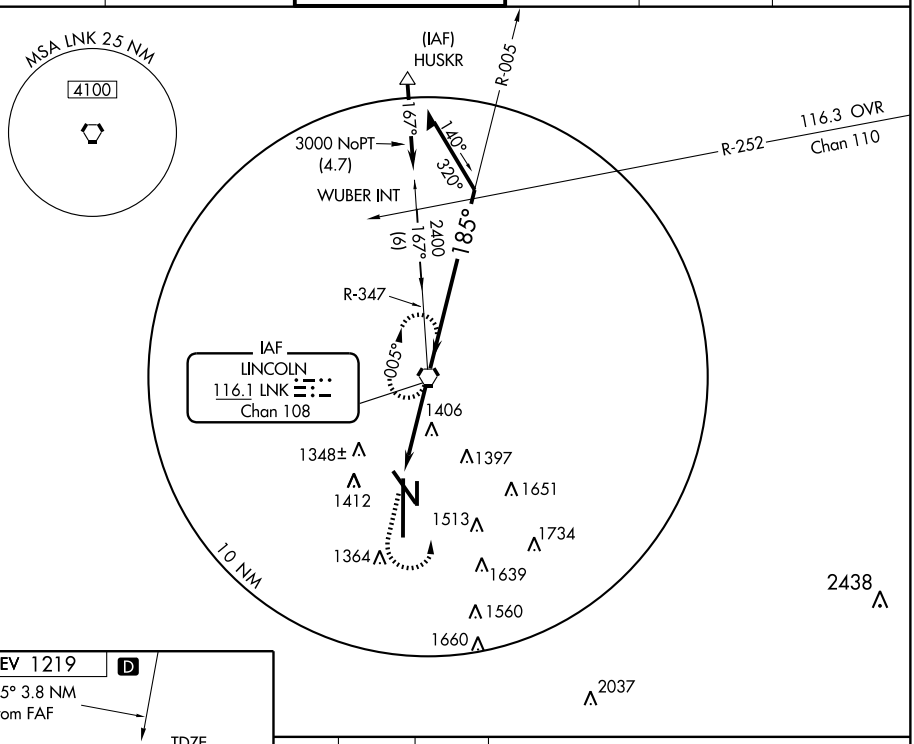
VOR RWY 18
LINCOLN (LNK)

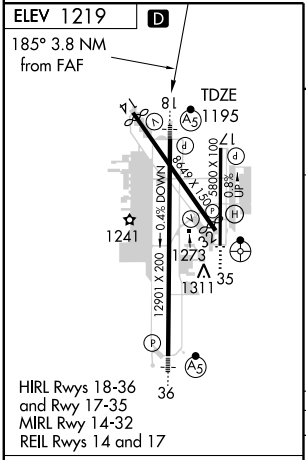
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 3100 direct LNK VORTAC and hold.

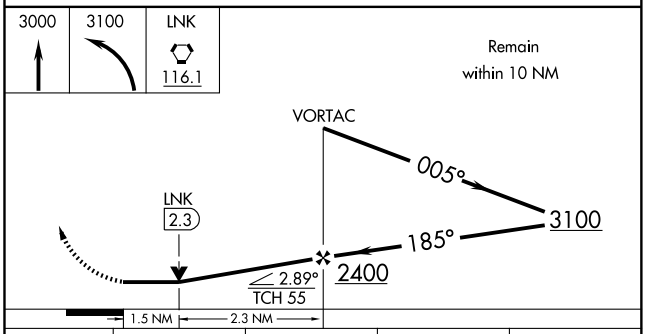
ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





HIRL Rwys 18-36 and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-18	1720-1 525 (600-1)		1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

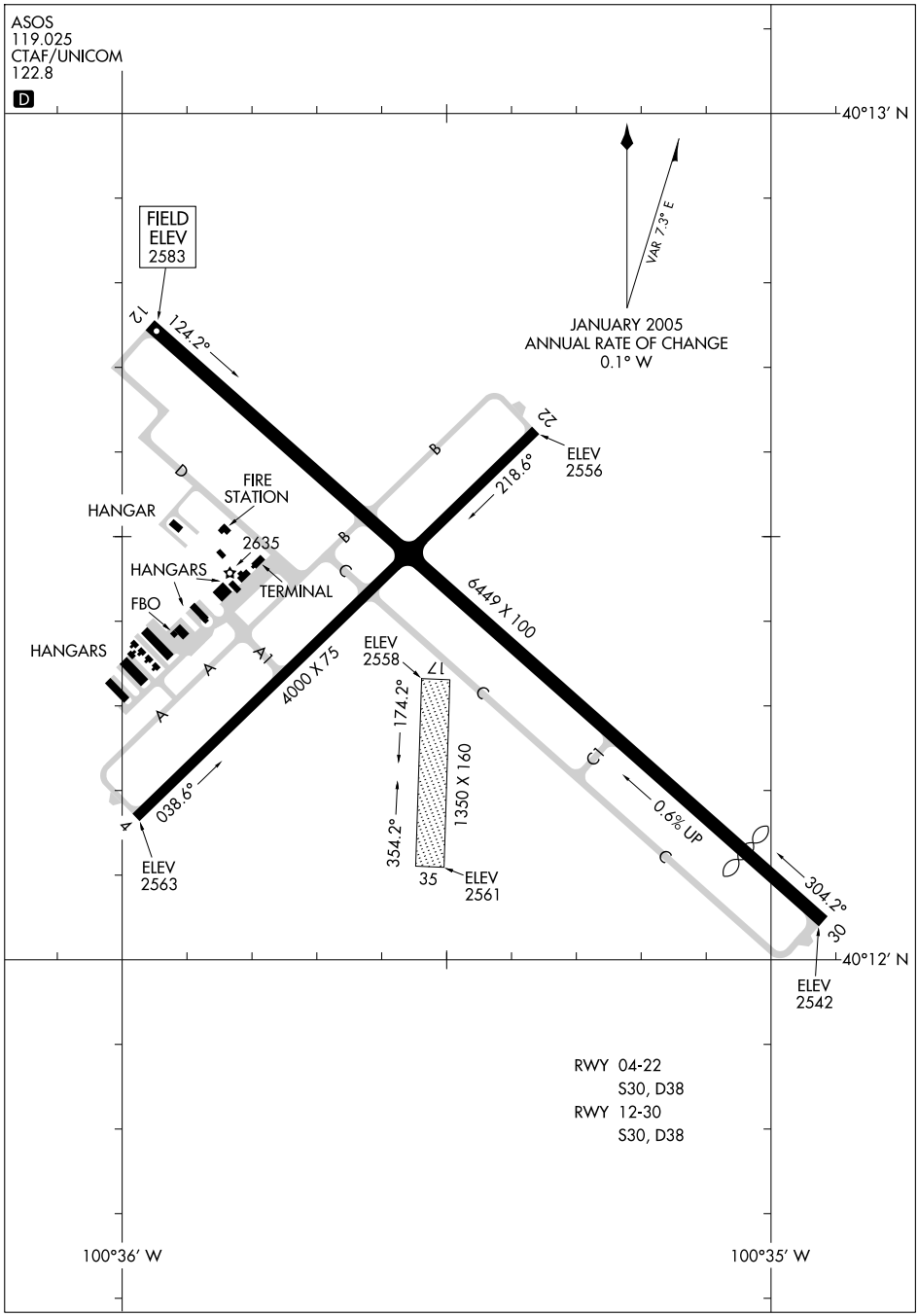
NC-2, 08 APR 2010 to 06 MAY 2010

09351

AIRPORT DIAGRAM

AL-5301 (FAA)

MC COOK BEN NELSON RGNL (MCK)
MC COOK, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-MCK	APP CRS	Rwy Idg	6449
110.95	123°	TDZE	2583
Chan 46 (Y)		Apt Elev	2583

ILS or LOC/DME RWY 12

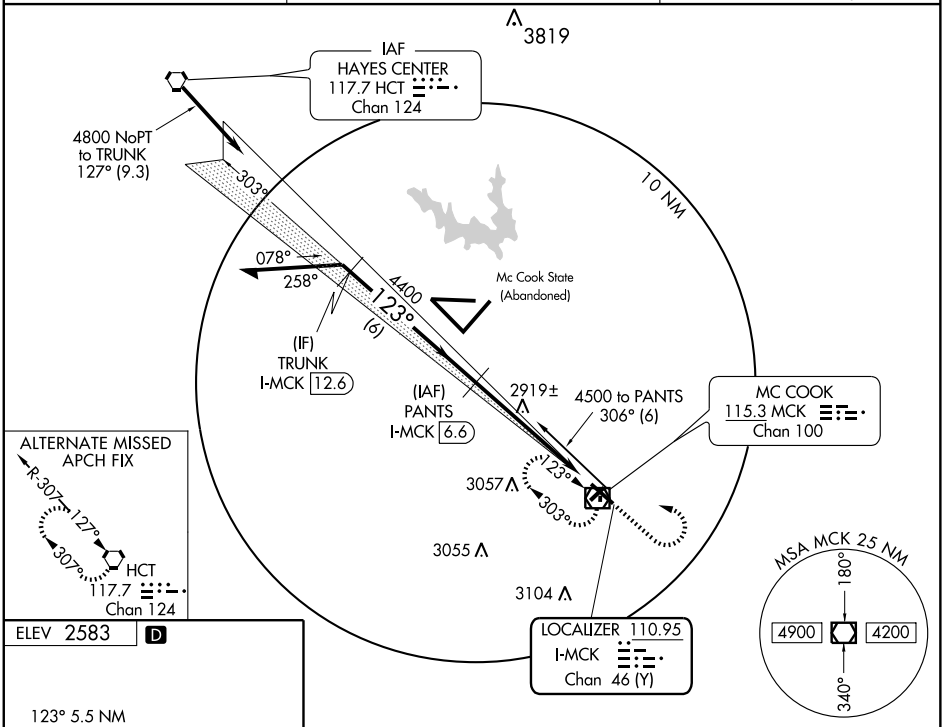
MC COOK BEN NELSON RGNL (MCK)

Circling to Rwy 22 NA at night. When local altimeter setting not received, use Imperial Muni altimeter setting and increase DA 213 feet and S-ILS 12 all visibilities ½ mile; increase all MDAs 220 feet and S-LOC 12 and circling visibilities Cats A and B ¼ mile, Cat C 1 mile. VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, when using Imperial Muni altimeter setting increase S-ILS 12 all visibilities to 1½, and S-LOC 12 Cat A visibility to 1.

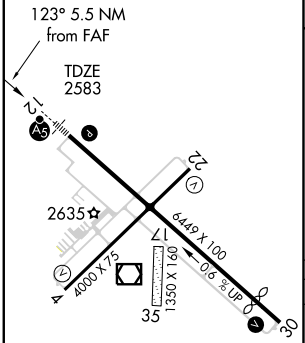
MALSR

MISSED APPROACH: Climb to 4500 then climbing left turn to 5000 direct MCK VOR/DME and hold.

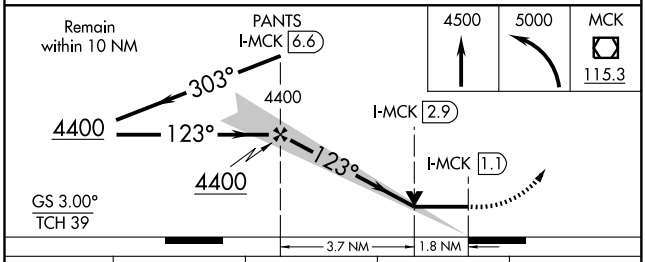
ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF)



ELEV 2583 D



REIL Rwy 30
MIRL Rwys 4-22 and 12-30



CATEGORY	A	B	C	D
S-ILS 12	2783-½ 200 (200-½)			NA
S-LOC 12	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50118 W12A	APP CRS 123°	Rwy Idg 6449	TDZE 2583	Apt Elev 2583

RNAV (GPS) RWY 12

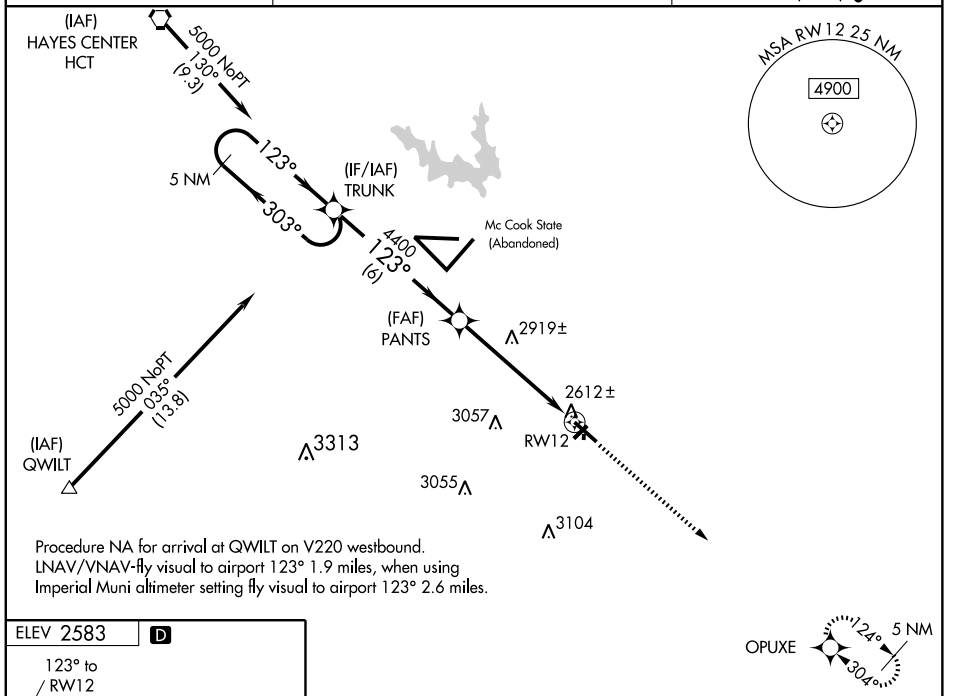
MC COOK BEN NELSON RGNL (MCK)

Circling to Rwy 22 NA at night. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1, when using Imperial Muni altimeter setting increase LPV all Cats visibility to 1¾ and LNAV visibility Cat A to 1. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all DAs 213 feet, and LPV all Cats visibility ¾ mile, LNAV/VNAV Cat C visibility ½ mile; increase all MDAs 220 feet, and LNAV and circling visibility Cats A and B ¼ mile, Cat C 1 mile.

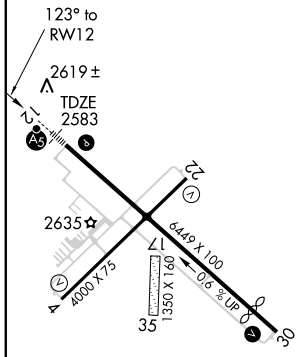
MALSR

MISSED APPROACH: Climb to 5000 direct OPUXE and hold.

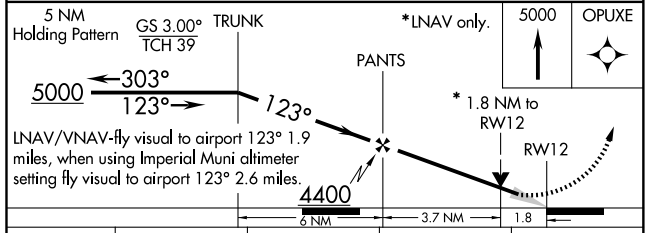
ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF)



Procedure NA for arrival at QWILT on V220 westbound.
LNAV/VNAV-fly visual to airport 123° 1.9 miles, when using Imperial Muni altimeter setting fly visual to airport 123° 2.6 miles.



REIL Rwy 30
MIRL Rwys 4-22 and 12-30



CATEGORY	A	B	C	D
LPV DA	2840-½ 257 (300-½)			NA
LNAV/VNAV DA	3240-2 657 (700-2)			NA
LNAV MDA	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

MC COOK, NEBRASKA

AL-5301 (FAA)

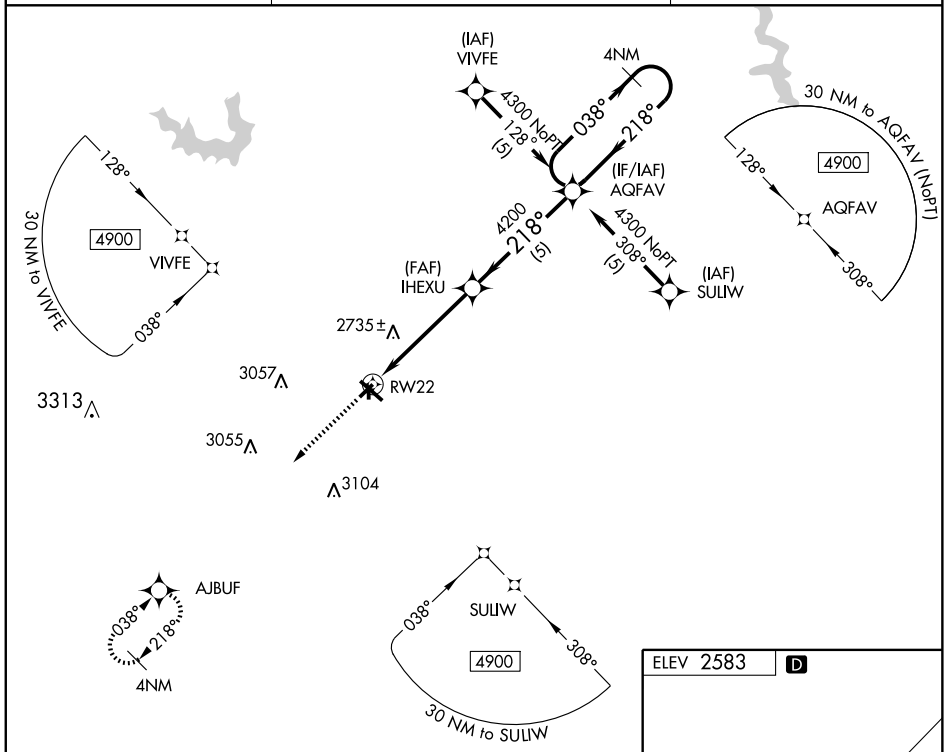
APP CRS	Rwy Idg	4000
218°	TDZE	2565
	Apt Elev	2583

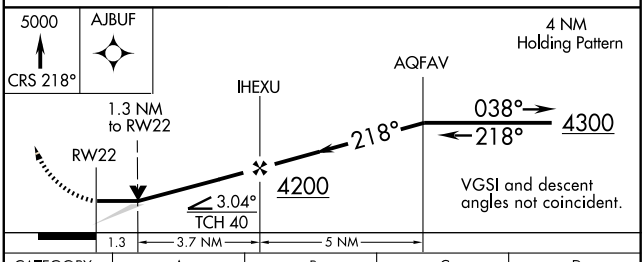
RNAV (GPS) RWY 22

MC COOK BEN NELSON RGNL (MCK)

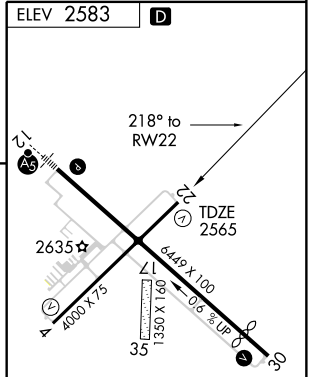
NA	GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3000-1 435 (500-1)		3000-1¼ 435 (500-1¼)	NA
CIRCLING	3040-1 457 (500-1)		3040-1½ 457 (500-1½)	NA



REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 56218 W30A	APP CRS 304°	Rwy Idg 5699 TDZE 2558 Apt Elev 2583

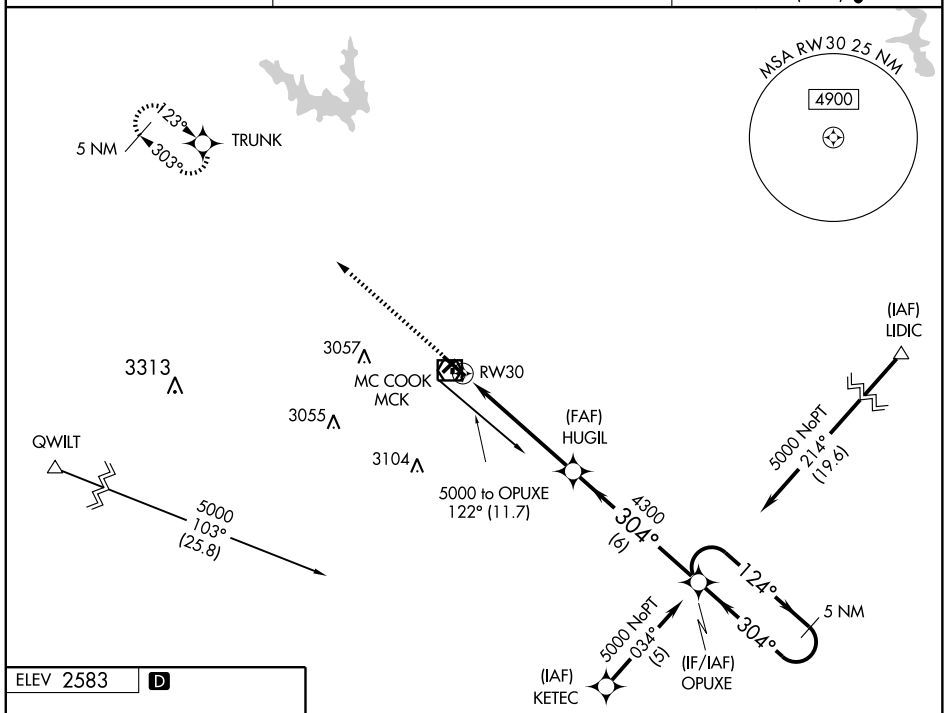
RNAV (GPS) RWY 30

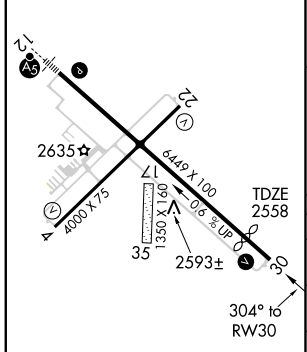
MC COOK BEN NELSON RGNL (MCK)

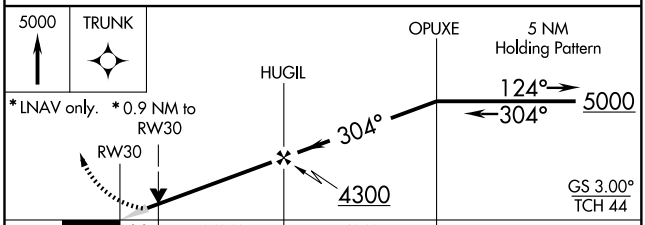
BARO-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter not received, use Imperial Muni altimeter setting and increase all DAs/MDAs 220 feet. BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. Circling to Rwys 3 and 21 NA at night.

MISSED APPROACH: Climb to 5000 direct TRUNK and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2810-1 252 (300-1)			NA
LNAV/VNAV DA	2820-1 262 (300-1)			NA
LNAV MDA	2860-1 302 (300-1)			NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME MCK	APP CRS	Rwy Idg	6449
115.3	137°	TDZE	2583
Chan 100		Apt Elev	2583

VOR RWY 12

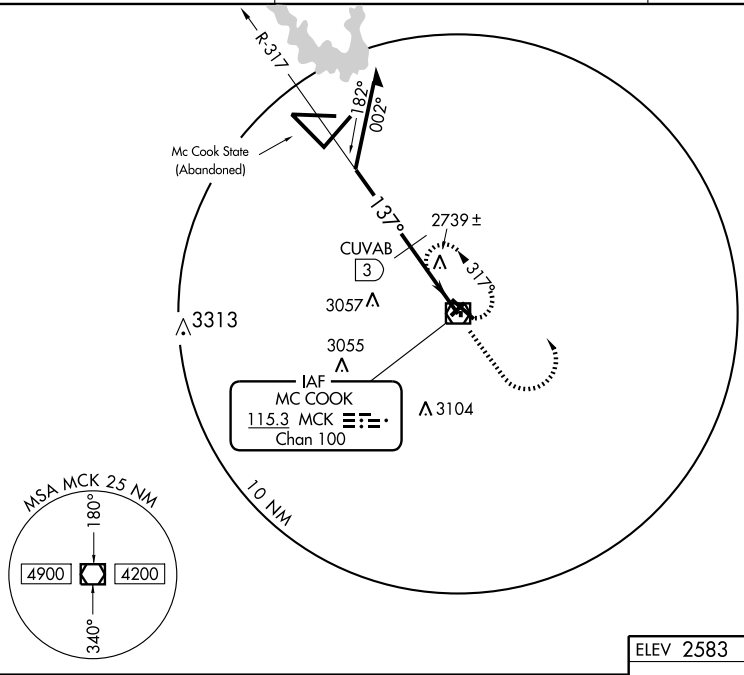
MC COOK BEN NELSON RGNL (MCK)

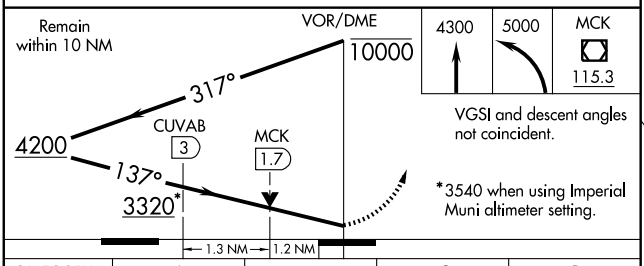
VDP NA when using Imperial altimeter setting. Inoperative table does not apply S-12 Cat C when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet, and S-12 Cat A ¼ mile, Cat B ½ mile, Cat C 1½ mile; circling Cat A ¼ mile, Cat B ½ mile; Cat C 1 mile; CUVAB fix minimums S-12 and circling Cat C ½ mile.

MALSR

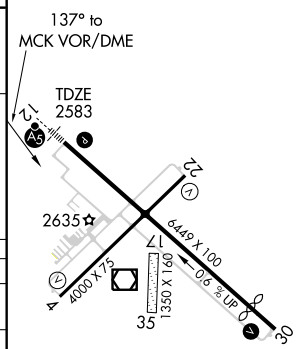
MISSED APPROACH: Climb to 4300 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	3320-½ 737 (800-½)		3320-1½ 737 (800-1½)	NA
CIRCLING	3320-1 737 (800-1)		3320-2 737 (800-2)	NA
CUVAB FIX MINIMUMS				
S-12	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA



REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME MCK 115.3 Chan 100	APP CRS 210°	Rwy Idg 4000 TDZE 2565 Apt Elev 2580

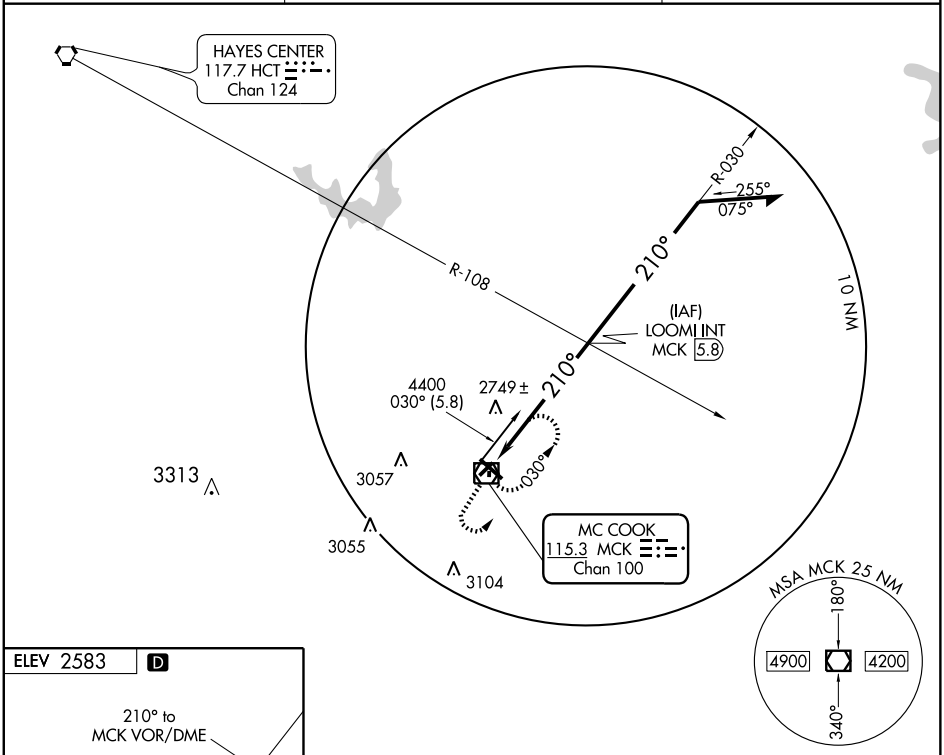
VOR RWY 22

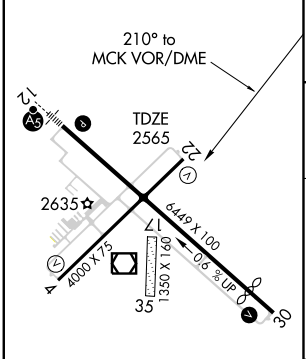
MC COOK BEN NELSON RGNL (MCK)

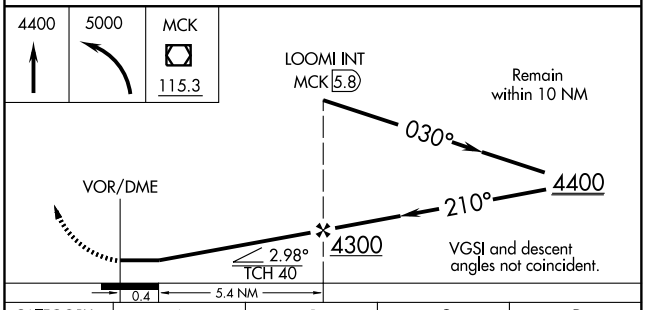
NA

MISSED APPROACH: Climb to 4400 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	3060-1	495 (500-1)	3060-1¼ 495 (500-1¼)	NA
CIRCLING	3060-1	477 (500-1)	3060-1½ 477 (500-1½)	NA

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME MCK	APP CRS	Rwy Idg	5699
115.3	294°	TDZE	2558
Chan 100		Apt Elev	2583

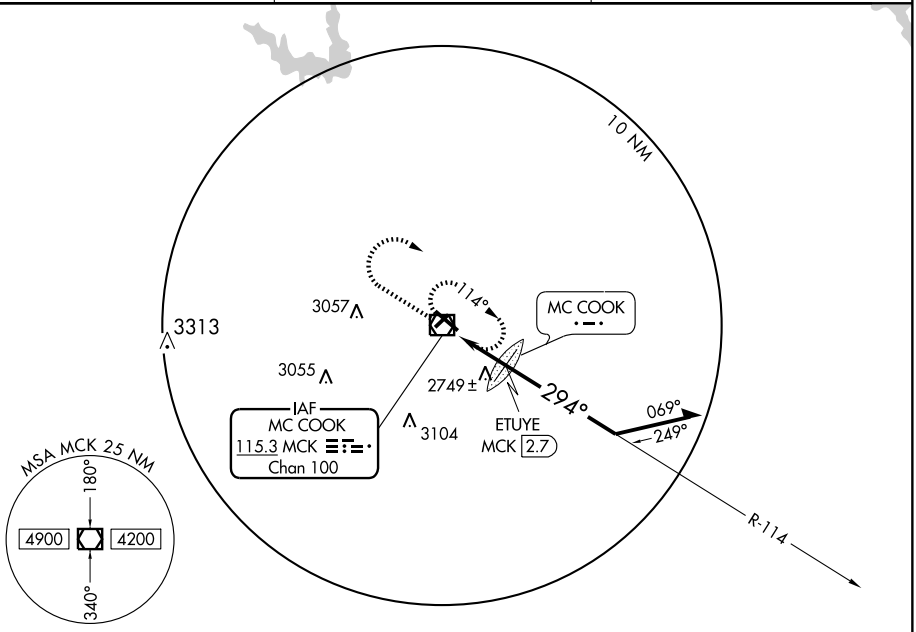
VOR RWY 30

MC COOK BEN NELSON RGNL (MCK)

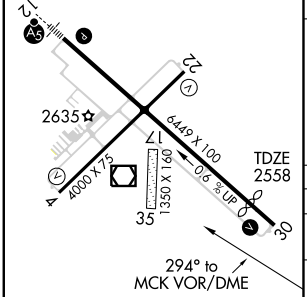
If local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet. VDP NA when using Imperial Muni altimeter setting.

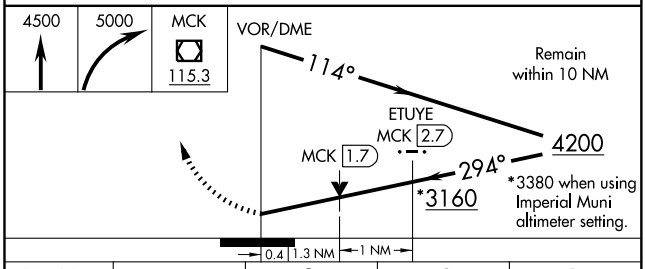
MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L



ELEV 2583 D





CATEGORY	A	B	C	D
S-30	3160-1 602 (600-1)		3160-1¾ 602 (600-1¾)	NA
CIRCLING	3160-1 577 (600-1)		3160-1¾ 577 (600-1¾)	NA
ETUYE FIX MINIMUMS (DME or FM REQUIRED)				
S-30	3000-1 442 (500-1)		3000-1¼ 442 (500-1¼)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2, 08 APR 2010 to 06 MAY 2010

MINDEN, NEBRASKA

AL-6921 (FAA)

WAAS	APP CRS	Rwy Idg	3900
Ch 53714	159°	TDZE	2160
W16A		Apt Elev	2160

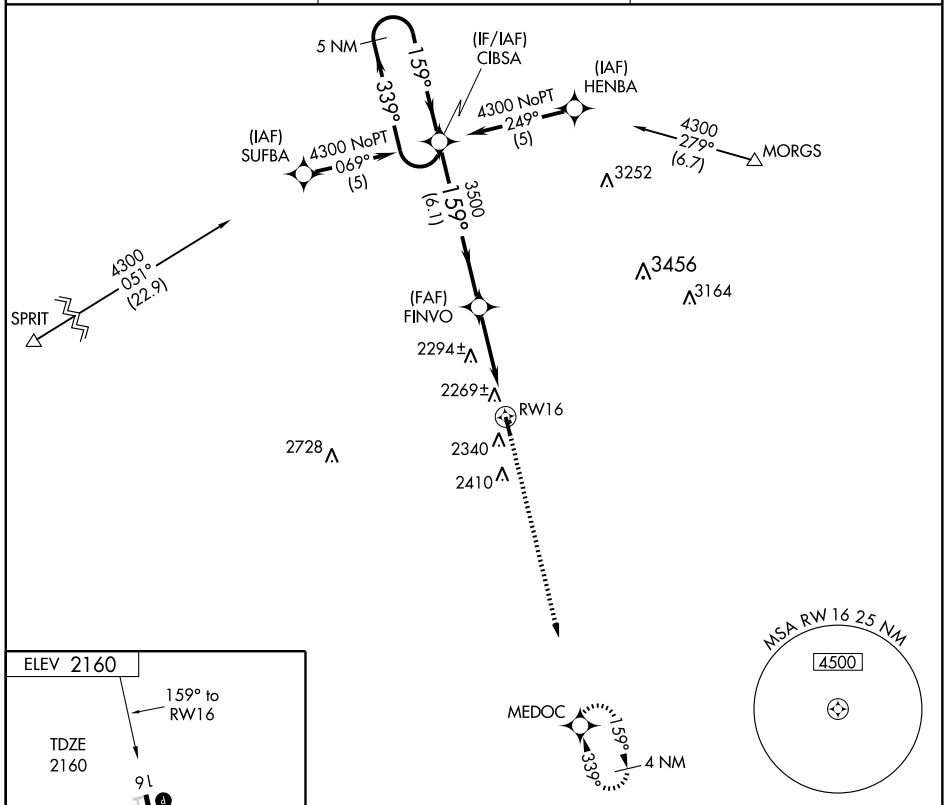
RNAV (GPS) RWY 16

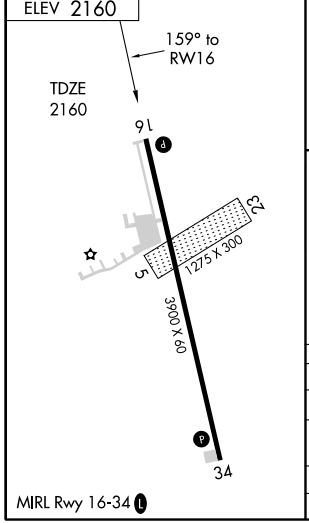
MINDEN/PIONEER VILLAGE FIELD (ØV3)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all cats visibility ¼ mile.

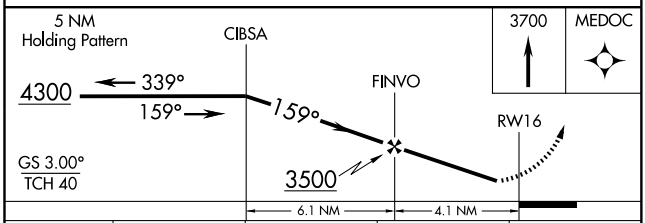
MISSED APPROACH: Climb to 3700 direct MEDOC and hold.

KEARNEY AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	122.7 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	2445-1	285 (300-1)	NA	
LNAV/VNAV DA	2574-1½	414 (500-1½)	NA	
LNAV MDA	2580-1	420 (500-1)	NA	
CIRCLING	2680-1	520 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

MINDEN, NEBRASKA

AL-6921 (FAA)

APP CRS	Rwy Idg	3900
339°	TDZE	2160
	Apt Elev	2160

RNAV (GPS) RWY 34

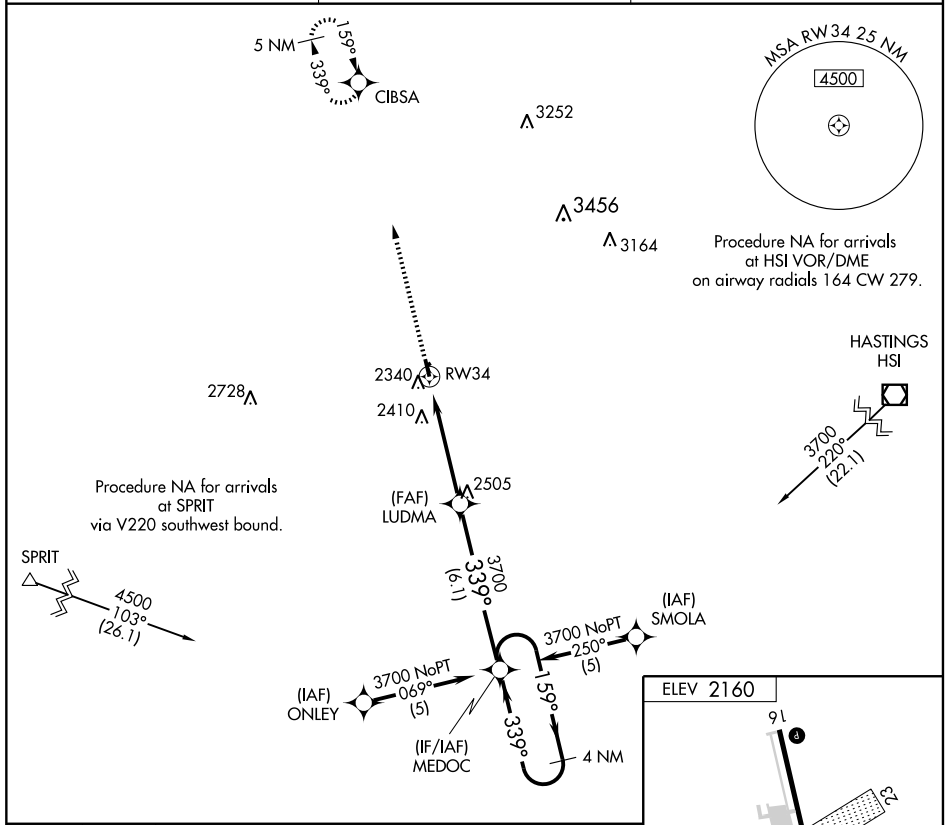
MINDEN/ PIONEER VILLAGE FIELD (ØV3)

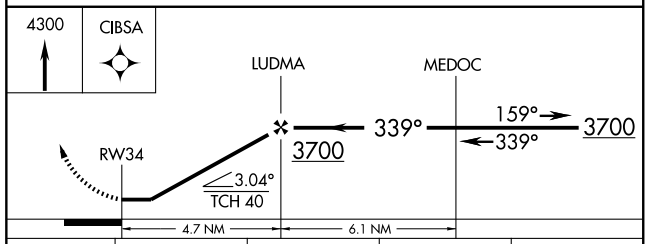
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all MDA 40 feet.

NA

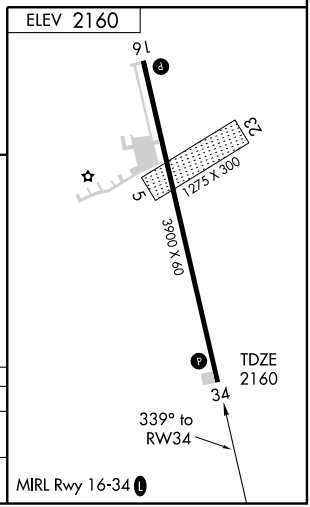
MISSED APPROACH: Climb to 4300 direct CIBSA and hold.

KEARNEY AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2700-1	540 (600-1)	NA	
CIRCLING	2700-1	540 (600-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

VOR EAR	APP CRS		
111.2	338°	Rwy Idg	3900
		TDZE	2160
		Apt Elev	2160

VOR RWY 34

MINDEN/PIONEER VILLAGE FIELD (ØV3)

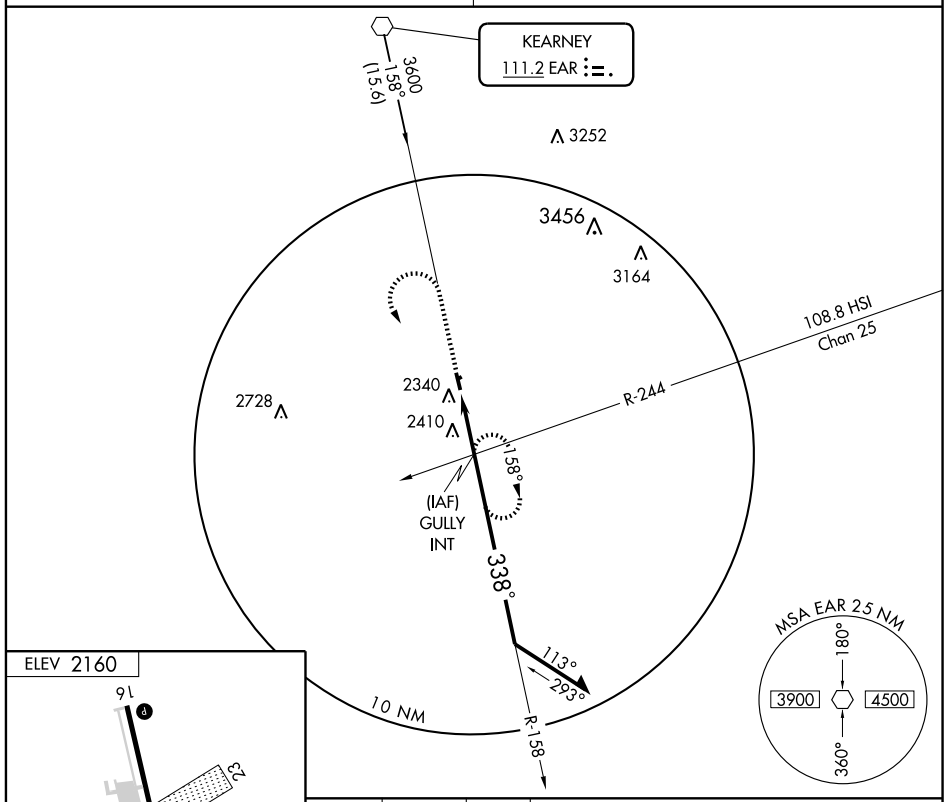
NA

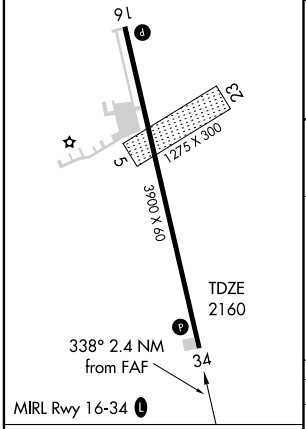
Use Kearney altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 via EAR R-158 to GULLY Int and hold.

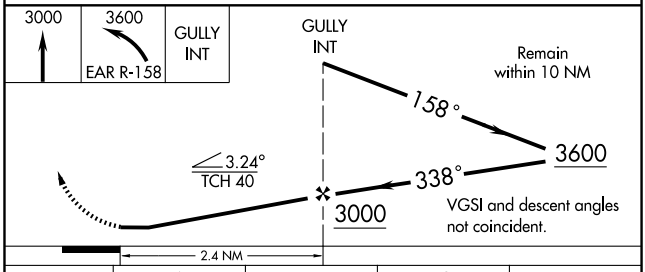
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.7 (CTAF) L





FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48



CATEGORY	A	B	C	D
S-34	2720-1	560 (600-1)	2720-1½ 560 (600-1½)	NA
CIRCLING	2760-1	600 (700-1)	2760-1½ 600 (700-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

NDB AFK	APP CRS	Rwy Idg	4500
347	136°	TDZE	1161
		Apt Elev	1165

NDB RWY 15

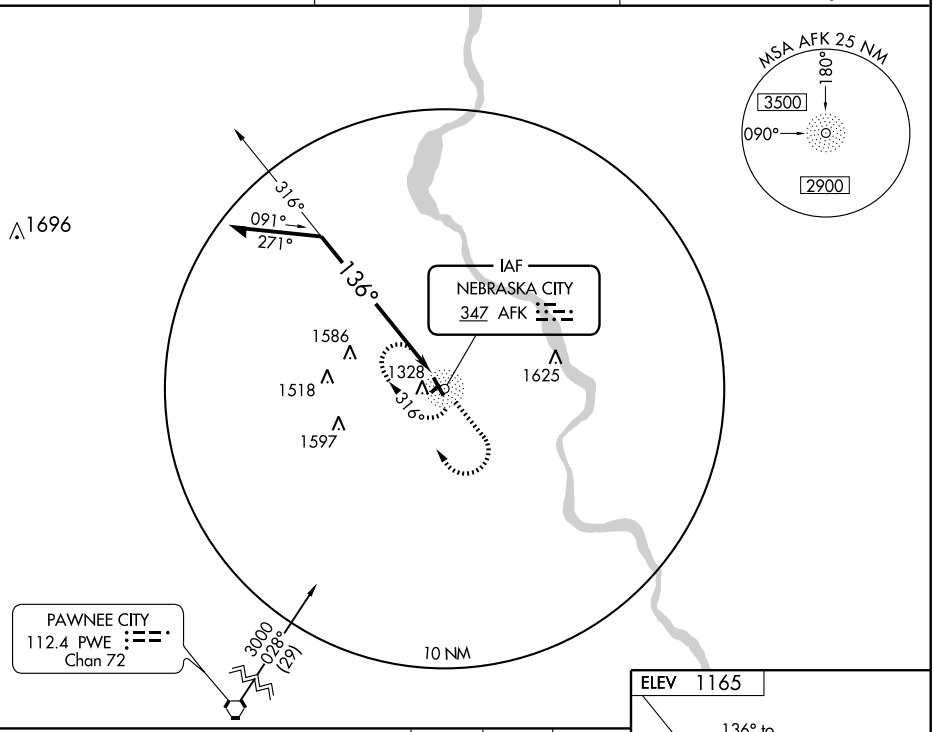
NEBRASKA CITY MUNI (AFK)

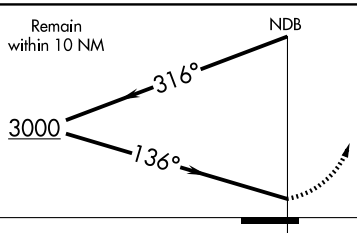
NA

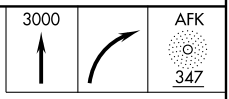
Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

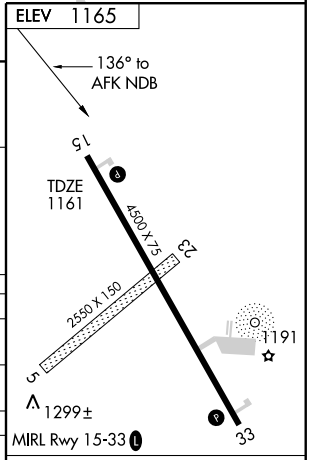
MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L









CATEGORY	A	B	C	D
S-15	1860-1	699 (700-1)	NA	
CIRCLING	1860-1	695 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-15	1980-1 819 (900-1)	1980-1 ¼ 819 (900-1 ¼)	NA	
CIRCLING	1980-1 815 (900-1)	1980-1¼ 815 (900-1 ¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

NDB AFK	APP CRS	Rwy Idg	4500
347	344°	TDZE	1161
		Apt Elev	1165

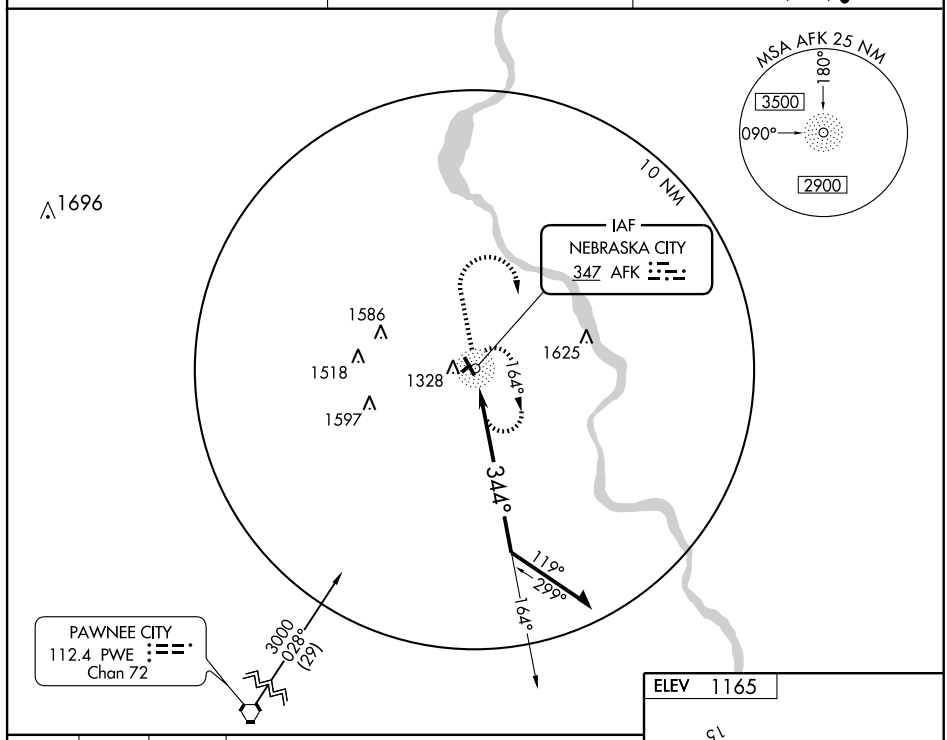
NDB RWY 33

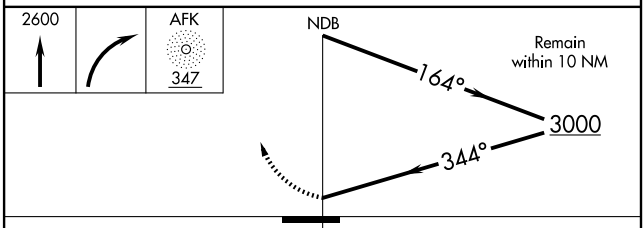
NEBRASKA CITY MUNI (AFK)

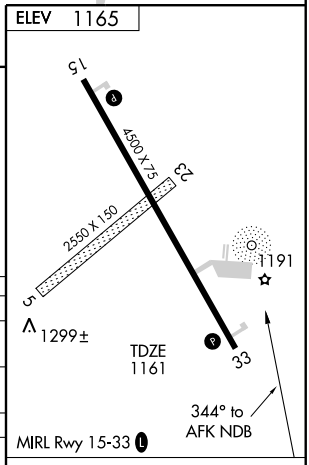
Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AFK NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1840-1	679 (700-1)	NA	
CIRCLING	1840-1	675 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-33	1960-1 799 (800-1)	1960-1 ¼ 799 (800-1 ¼)	NA	
CIRCLING	1960-1 795 (800-1)	1960-1¼ 795 (800-1 ¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 86407 W15A	APP CRS 146°	Rwy Idg 4500 TDZE 1162 Apt Elev 1165

RNAV (GPS) RWY 15

NEBRASKA CITY MUNI (AFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct OJEKE and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L

Procedure NA for arrivals at OVR VORTAC via V138 northeast bound, and arrivals at PWE VORTAC via V71 southeast bound.

OMAHA OVR

4000 193° (22.2)

2229

MSA RW15 25 NM

3500

(IAF) KALDE

4 NM

146°

326°

3000 NoPT 236° (5)

(IF/IAF) JUMPO

3000 NoPT 056° (5)

(IAF) JADIB

2800 146° (6.3)

4000 284° (23)

VIKKI

(FAF) IGUSE

MISSED APCH FIX

OJEKE 147° 327° 4 NM

1279±

1586

1518

1269±

1328

RW15

1625

1597

4000 005° (32.6)

PAWNEE CITY PWE

ELEV 1165

146° to RW15

15

TDZE 1162

4500 X 75

23

2550 X 150

1191

5

1299±

33

MIRL Rwy 15-33 L

3000 OJEKE

* LNAV only

4 NM Holding Pattern

JUMPO

IGUSE

3000

326°

146°

146°

*1.2 NM to RW15

RW15

GS 3.00° TCH 52

2800

6.3 NM 3.7 NM 1.2 NM

CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1539-1¼	377 (400-1¼)	NA	
LNAV MDA	1580-1	418 (500-1)	NA	
CIRCLING	1640-1	475 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45707 W33A	APP CRS 327°	Rwy Idg 4500 TDZE 1162 Apt Elev 1165

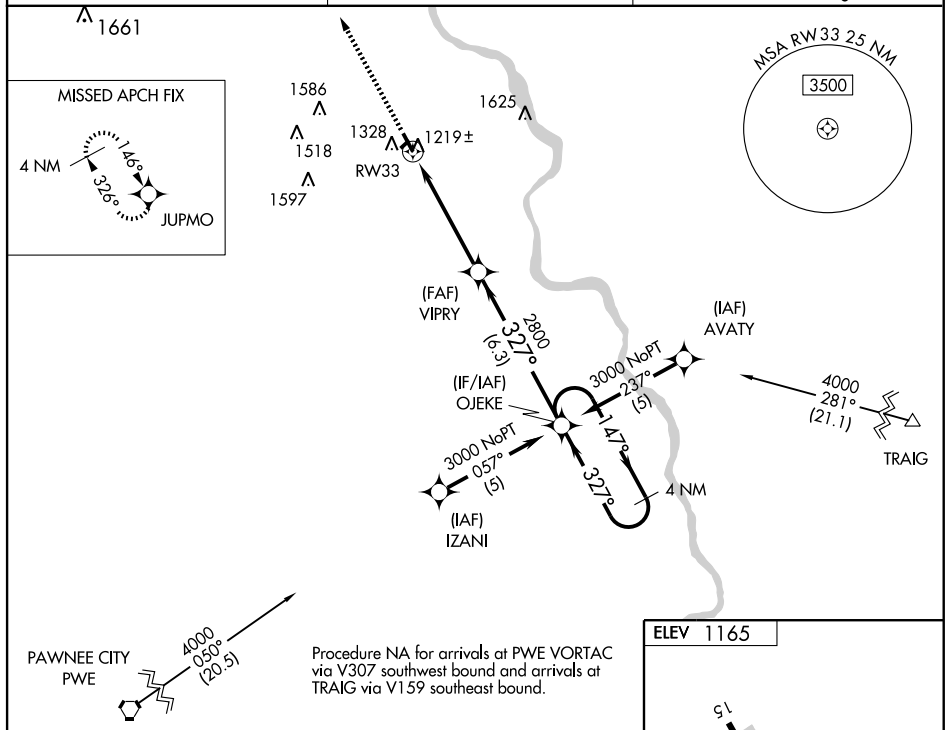
RNAV (GPS) RWY 33

NEBRASKA CITY MUNI (AFK)

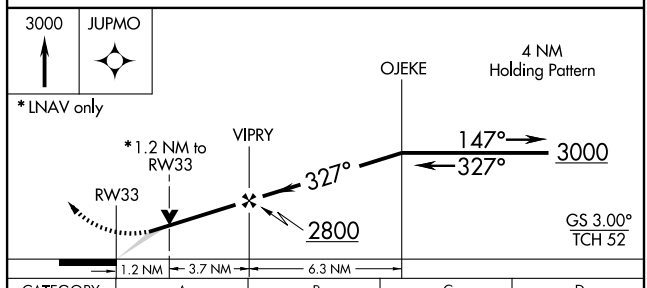
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct JUPMO and hold.

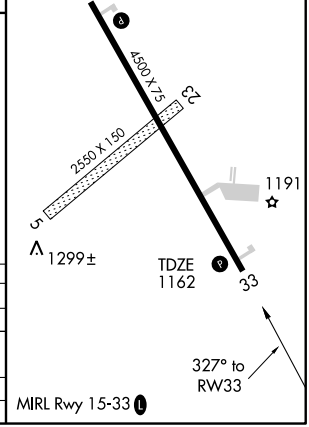
AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L



Procedure NA for arrivals at PWE VORTAC via V307 southwest bound and arrivals at TRAIG via V159 southeast bound.



CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1526-1¼	364 (400-1¼)	NA	
LNAV MDA	1600-1	438 (500-1)	NA	
CIRCLING	1640-1	475 (500-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 72914 W01A	APP CRS 008°	Rwy Idg 3700 TDZE 1774 Apt Elev 1774

RNAV (GPS) RWY 1

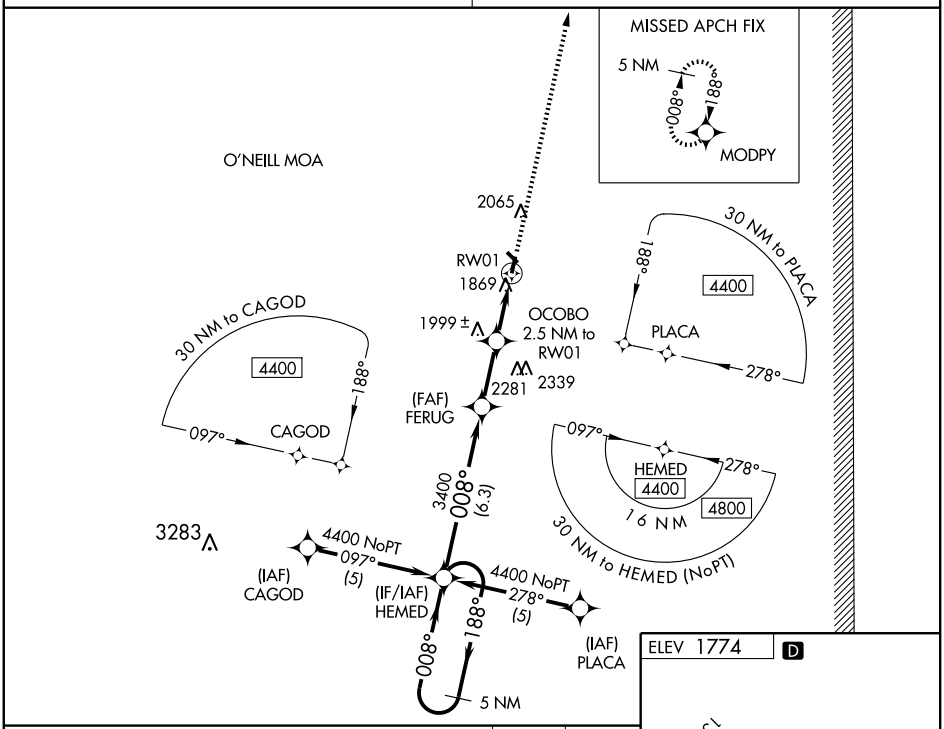
NELIGH/ANTELOPE COUNTY (4V9)

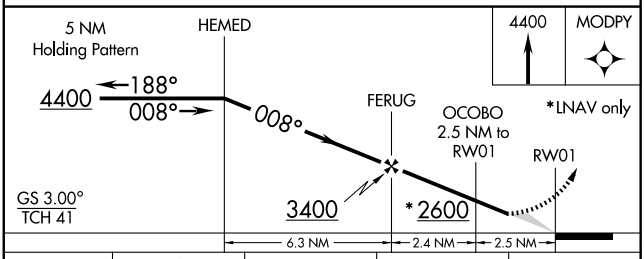
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Albion altimeter setting; when not received, use Norfolk altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

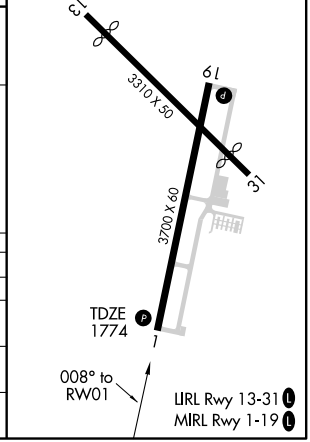
MISSED APPROACH: Climb to 4400 direct MODPY and hold.

MINNEAPOLIS CENTER
128.0 385.5

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2181-1½	407 (500-1½)	NA	
LNAV/VNAV DA	2197-1½	423 (500-1½)	NA	
LNAV MDA	2320-1	546 (600-1)	NA	
CIRCLING	2360-1 586 (600-1)	2440-1 666 (700-1)	NA	

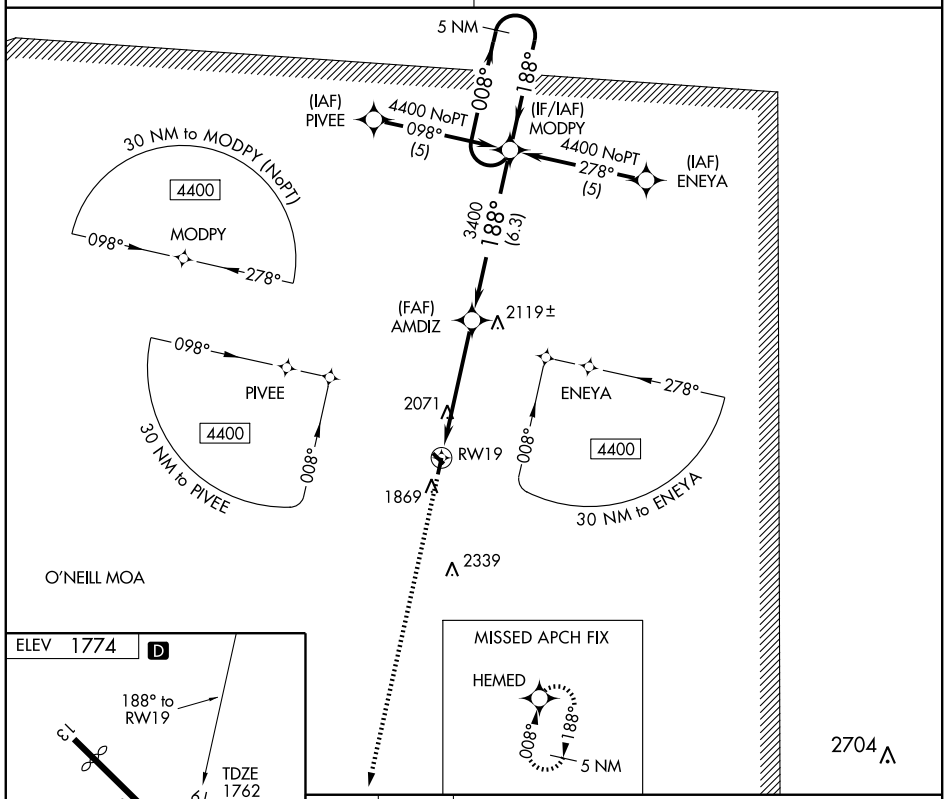
NC-2. 08 APR 2010 to 06 MAY 2010

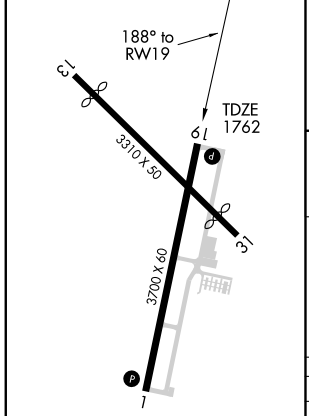
APP CRS	Rwy Idg	3700
188°	TDZE	1762
	Apt Elev	1774

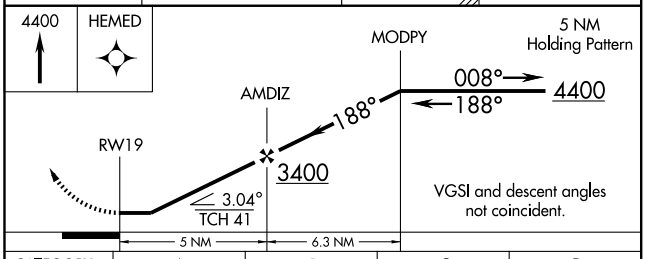
RNAV (GPS) RWY 19

NELIGH/ ANTELOPE COUNTY (4V9)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Albion altimeter setting, when not received, use Norfolk altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 4400 direct HEMED and hold.
MINNEAPOLIS CENTER 128.0 385.5	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2380-1 618 (700-1)		NA	
CIRCLING	2380-1 606 (700-1)	2440-1 666 (700-1)	NA	

LIRL Rwy 13-31 L
MIRL Rwy 1-19 L

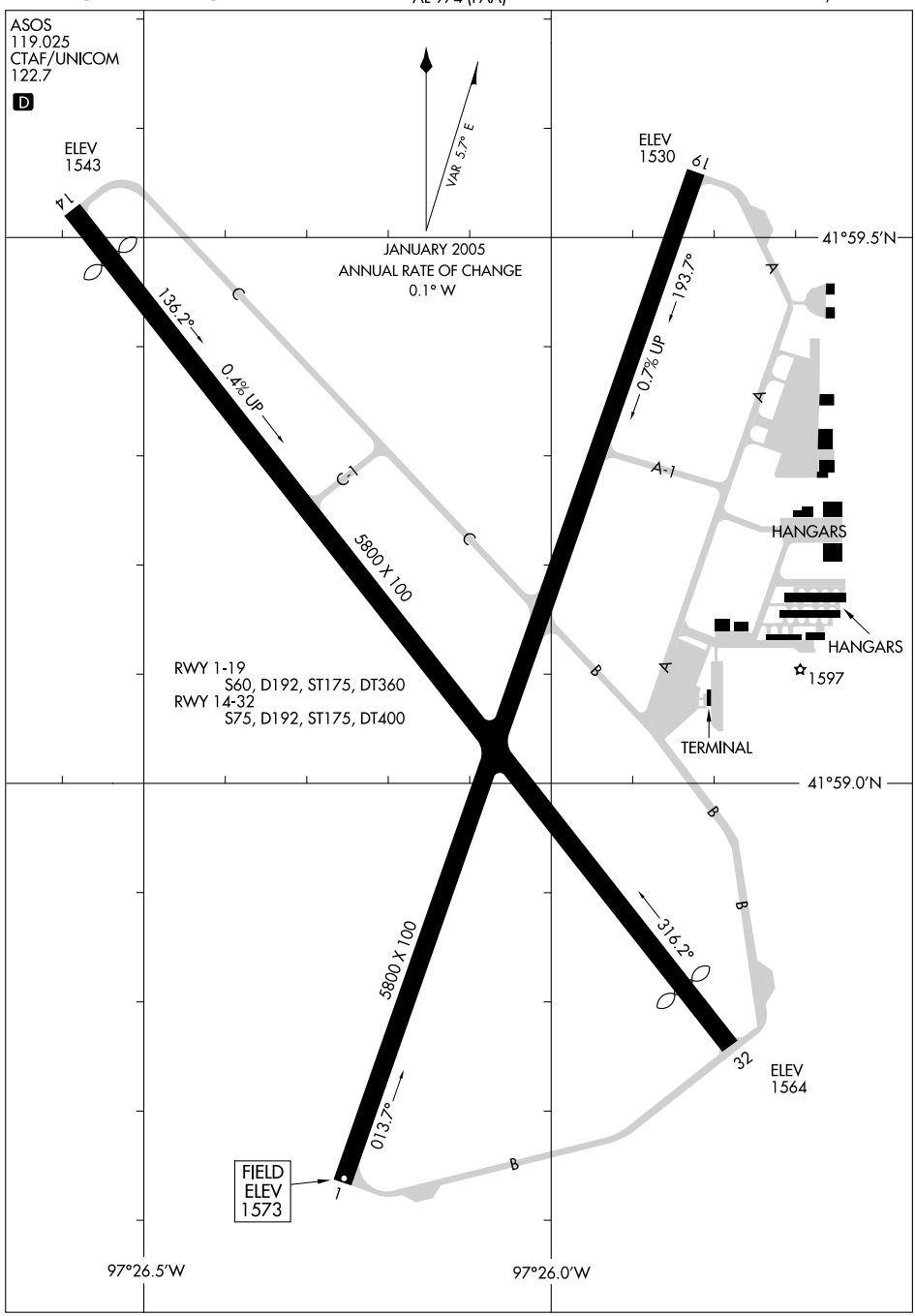
NC-2. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

AL-974 (FAA)

NORFOLK/KARL STEFAN MEMORIAL (OFK)
NORFOLK, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OFK	APP CRS		
111.5	014°	Rwy Idg	5800
		TDZE	1573
		Apt Elev	1573

ILS or LOC RWY 1

NORFOLK /KARL STEFAN MEMORIAL (OFK)

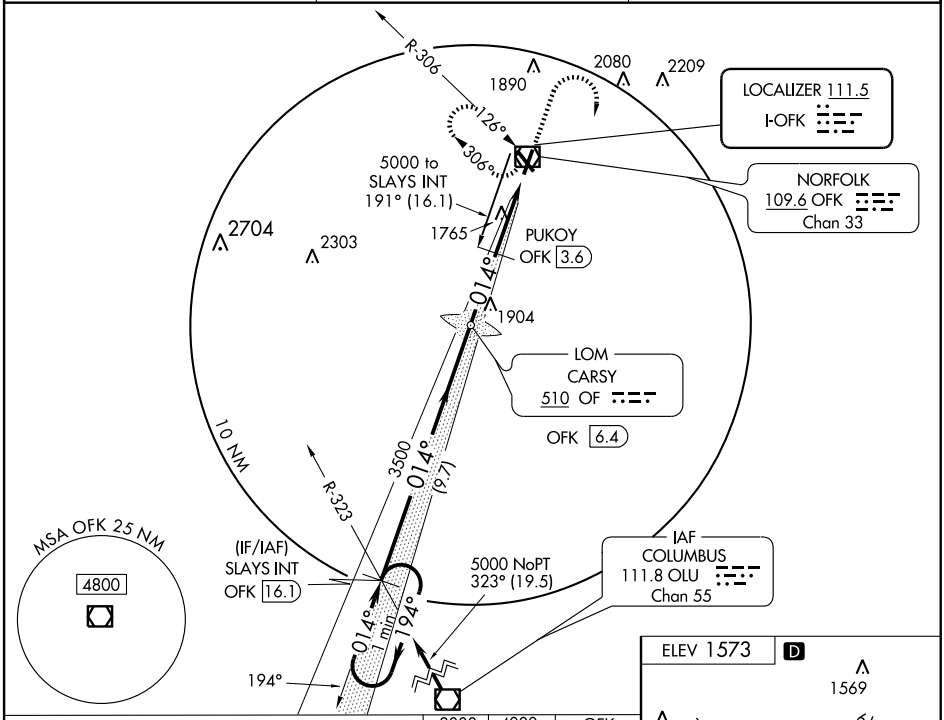
DME from OFK VOR/DME. If local altimeter setting not recieved, use Columbus Muni altimeter and increase all DAs/MDAs 100 feet.

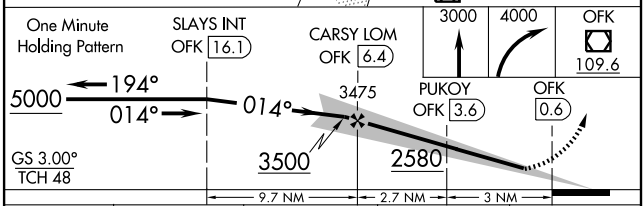
NA

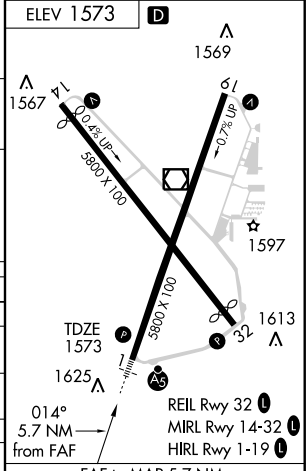
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS-1	1773-½ 200 (200-½)			NA
S-LOC-1	2160-½ 587 (600-½)		2160-1 587 (600-1)	NA
CIRCLING	2160-1 587 (600-1)		2160-1½ 587 (600-1½)	NA
DME MINIMUMS				
S-LOC-1	2020-½ 447 (500-½)		2020-¾ 447 (600-¾)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 50120 W01A	APP CRS 014°	Rwy Idg 5800 TDZE 1573 Apt Elev 1573

RNAV (GPS) RWY 1

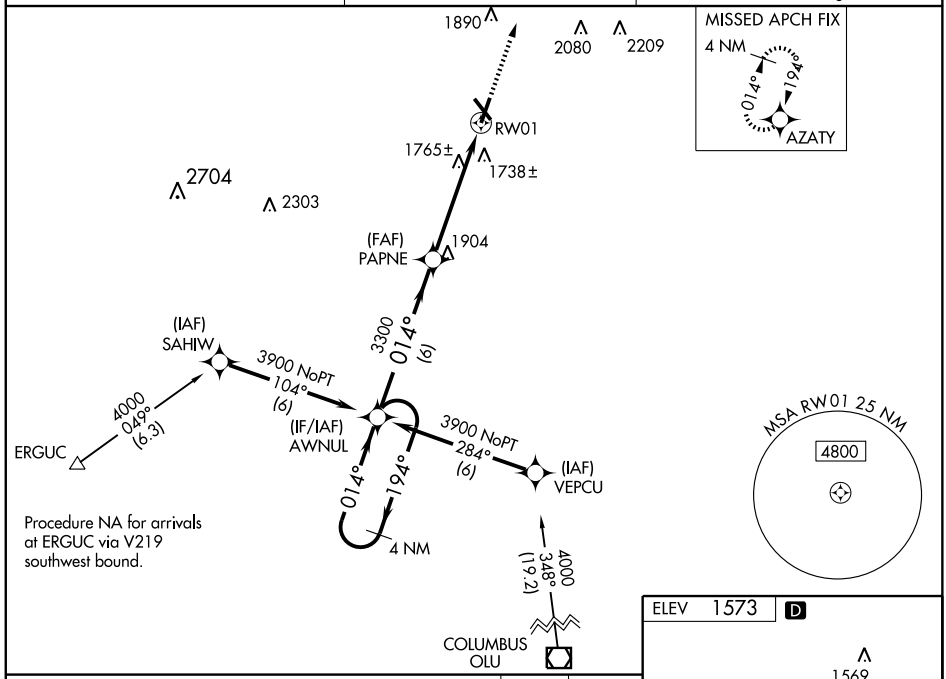
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

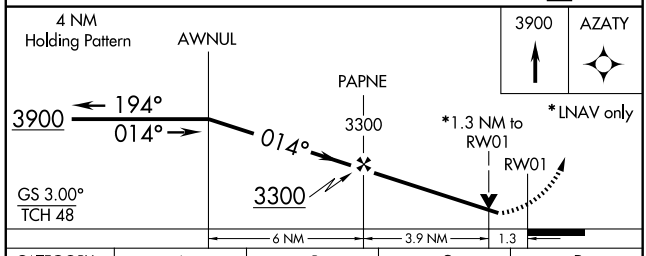
For inoperative MALSR, increase LPV all Cats visibility to 1¼ , and LNAV Cat A/B visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting. For inoperative MALSR when using Wayne altimeter setting, increase LPV all Cats visibility to 1½.

MALSR

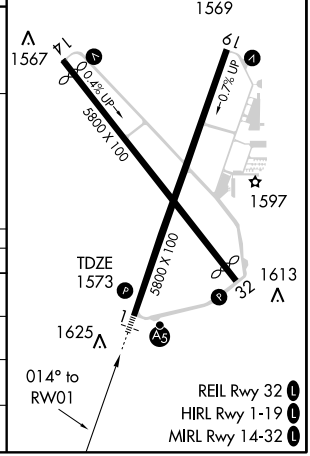
MISSED APPROACH: Climb to 3900 direct AZATY and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1950-¾ 377 (400-¾)			NA
LNAV/VNAV DA	2100-1¼ 527 (600-1¼)			NA
LNAV MDA	2020-¾ 447 (500-¾)			NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 62915 W14A	APP CRS 137°	Rwy Idg 5160 TDZE 1544 Apt Elev 1573

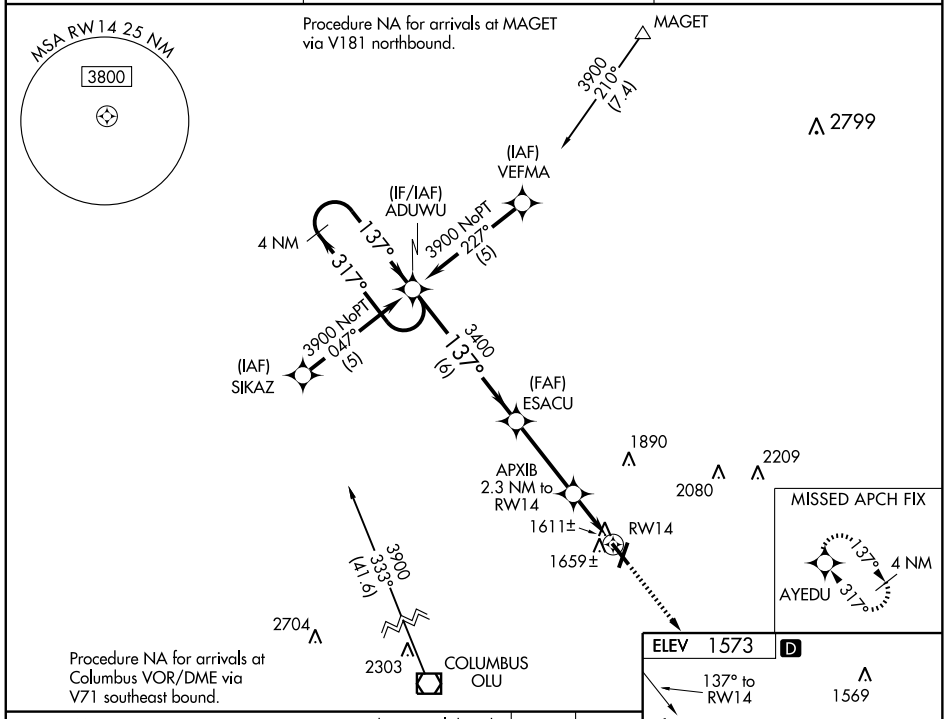
RNAV (GPS) RWY 14

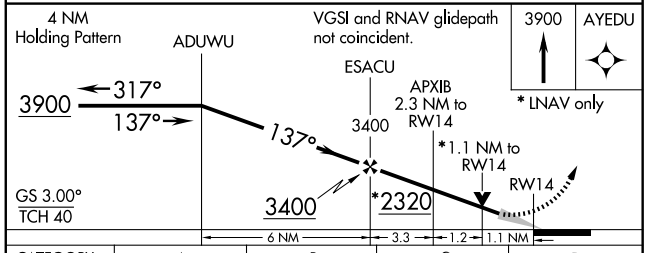
NORFOLK/KARL STEFAN MEMORIAL (OFK)

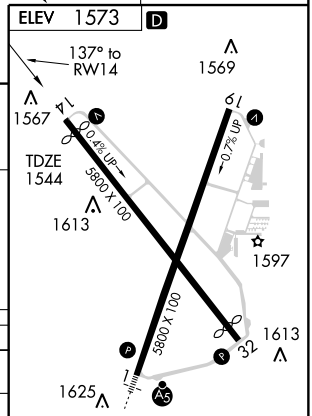
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH: Climb to 3900 direct AYEDU and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1825-1 281 (300-1)			NA
LNAV/VNAV DA	1929-1½ 385 (400-1½)			NA
LNAV MDA	1920-1 376 (400-1)			NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 56220 W19A	APP CRS 194°	Rwy Idg 5800 TDZE 1543 Apt Elev 1573

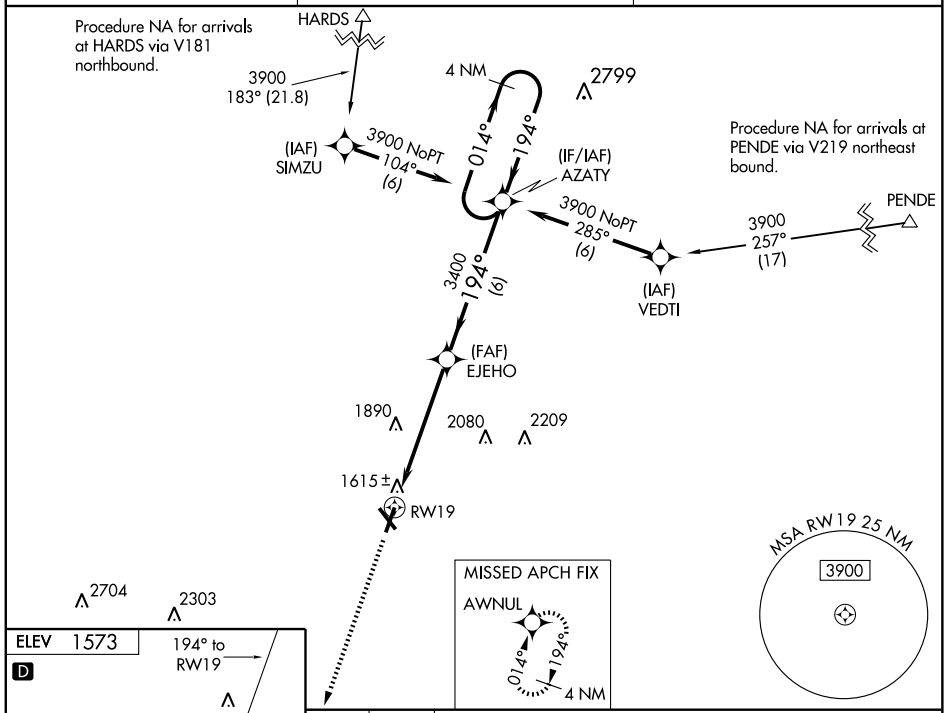
RNAV (GPS) RWY 19

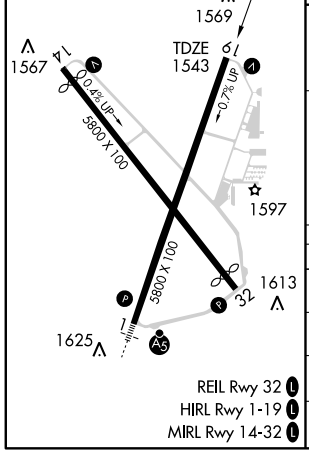
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

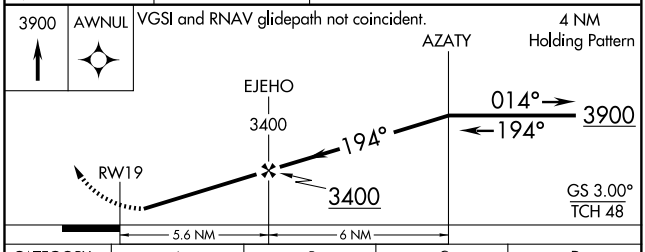
Baro-VNAV NA when using Wayne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV/Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct AWNUL and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1820-1 277 (300-1)			
LNAV/VNAV DA	1900-1¼ 357 (400-1¼)			
LNAV MDA	2180-1 637 (700-1)		2180-1¾ 637 (700-1¾)	2180-2 637 (700-2)
CIRCLING	2180-1 607 (700-1)		2180-1¾ 607 (700-1¾)	2180-2 607 (700-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 86415 W32A	APP CRS 317°	Rwy Idg 5160 TDZE 1560 Apt Elev 1573

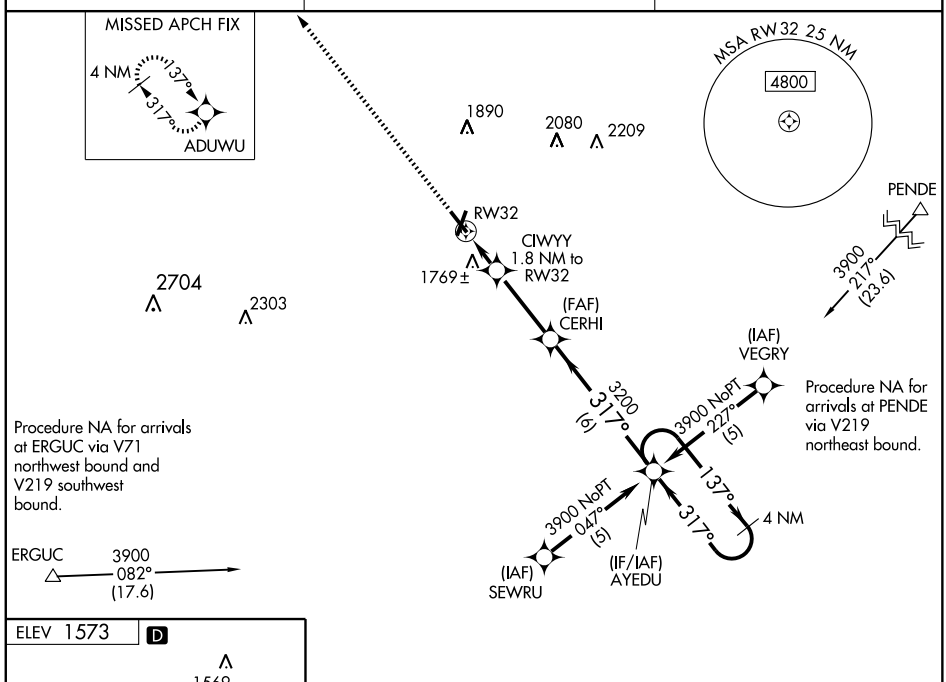
RNAV (GPS) RWY 32

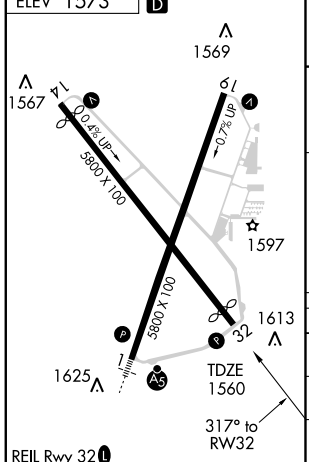
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

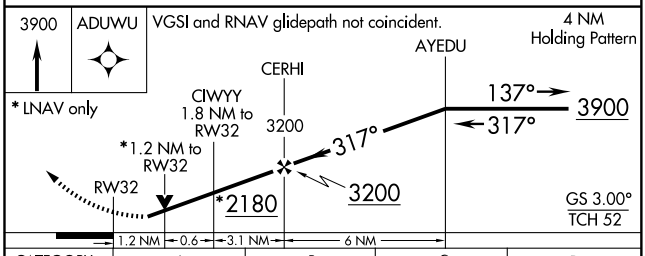
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH: Climb to 3900 direct ADUWU and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1858-1 298 (300-1)			NA
LNAV/VNAV DA	2091-1¾ 531 (600-1¾)			NA
LNAV MDA	2020-1 460 (500-1)		2020-1¼ 460 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

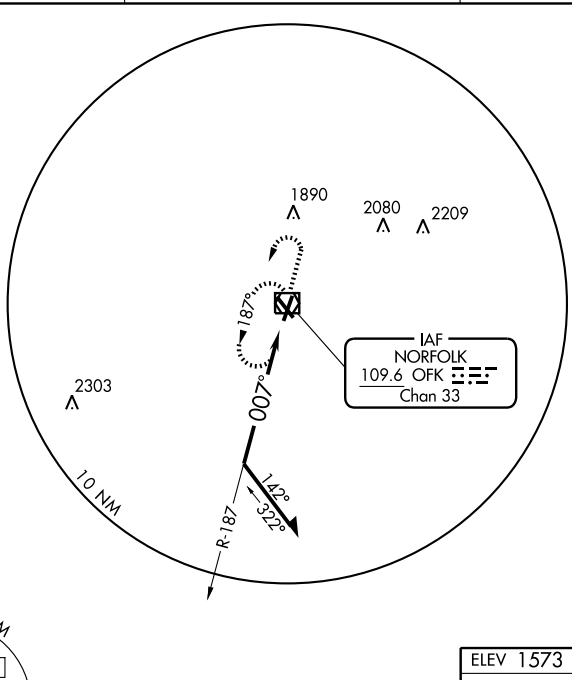
VOR/DME OFK	APP CRS	Rwy Idg	5800
109.6	007°	TDZE	1573
Chan 33		Apt Elev	1573

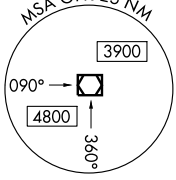
VOR RWY 1

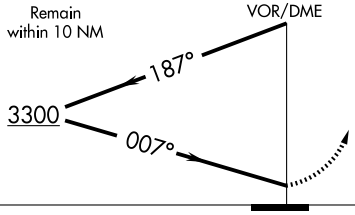
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

V NA	For inoperative MALSR, increase S-1 and Cat A. and B visibiliy to 1 mile.	MALSR	MISSED APPROACH: Climb to 2800, then climbing left turn to 3300 direct OFK VOR/DME and hold.

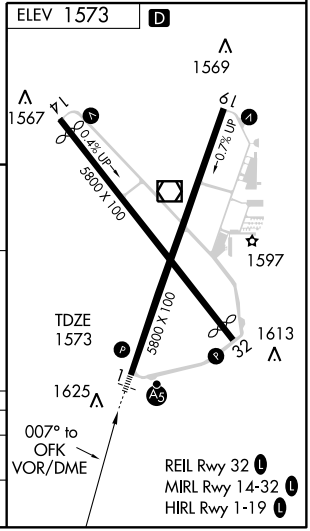
ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







2800	3300	OFK
		109.6



CATEGORY	A	B	C	D
S-1	2220-¾	647 (700-¾)	2220-1¼ 647 (700-1¼)	NA
CIRCLING	2220-1	647 (700-1)	2220-1¾ 647 (700-1¾)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME OFK	APP CRS	Rwy Idg	5160
109.6	125°	TDZE	1543
Chan 33		Apt Elev	1573

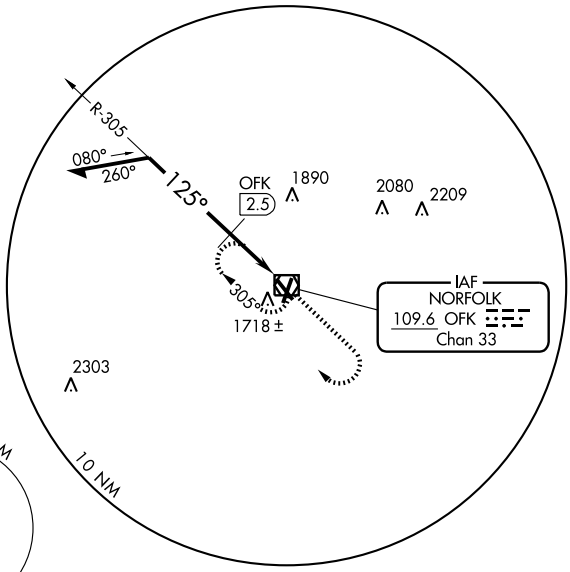
VOR RWY 14

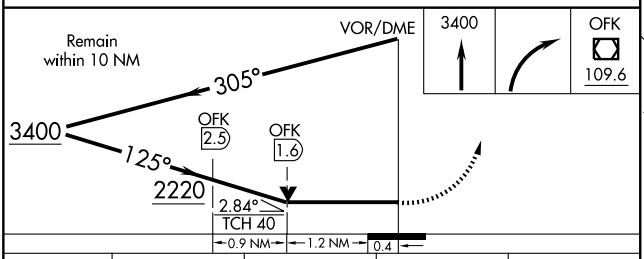
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

T
A NA

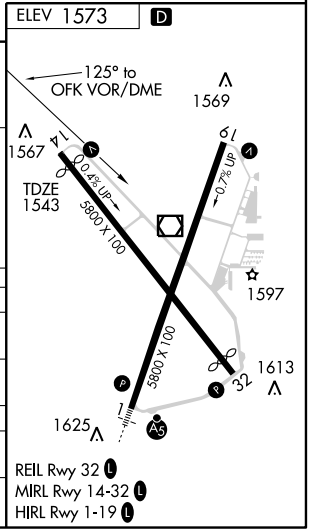
MISSED APPROACH: Climb to 3400, then right turn direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-14	2220-1	677 (700-1)	2220-2 677 (700-2)	NA
CIRCLING	2220-1	647 (700-1)	2220-2 647 (700-2)	NA
DME MINIMUMS				
S-14	1980-1	437 (500-1)	1980-1¼ 437 (500-1¼)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME OFK	APP CRS	Rwy Idg	5800
109.6	192°	TDZE	1544
Chan 33		Apt Elev	1573

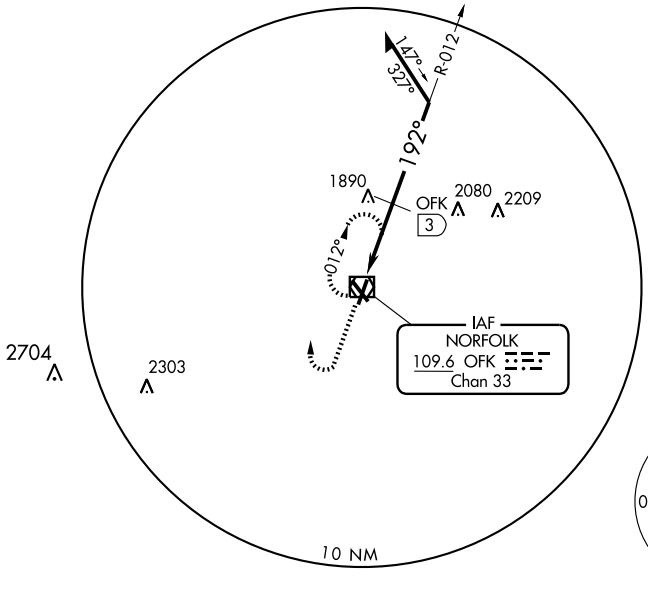
VOR RWY 19

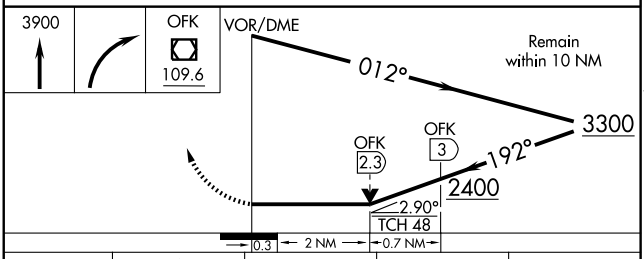
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

T
NA

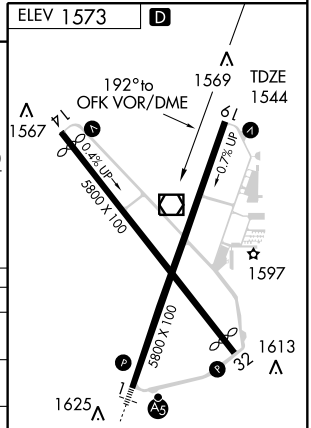
MISSED APPROACH: Climb to 3900 then right turn to OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-19	2400-1 856 (900-1)	2400-1¼ 856 (900-1¼)	2400-2½ 856 (900-2½)	NA
CIRCLING	2400-1 827 (900-1)	2400-1¼ 827 (900-1¼)	2400-2½ 827 (900-2½)	NA
DME MINIMUMS				
S-19	2200-1	656 (700-1)	2200-1¾ 656 (700-1¾)	NA
CIRCLING	2200-1	627 (700-1)	2200-1¾ 627 (700-1¾)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME OFK	APP CRS	Rwy Idg	5160
109.6	320°	TDZE	1564
Chan 33		Apt Elev	1573

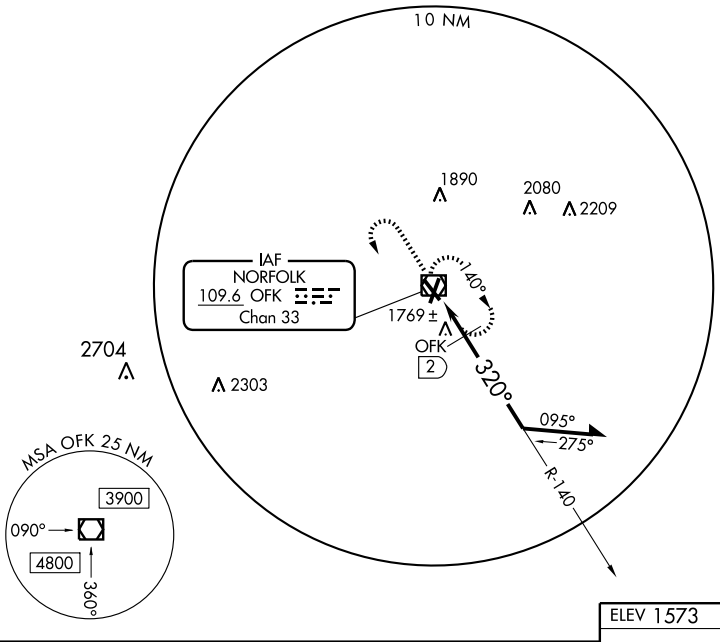
VOR RWY 32

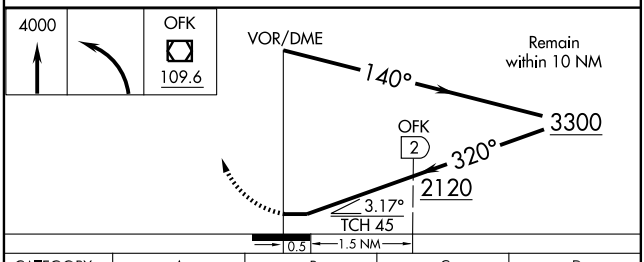
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

NA

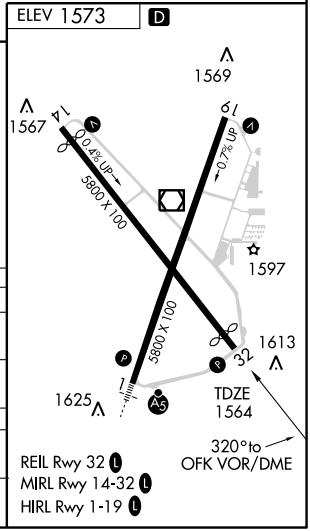
MISSED APPROACH: Climb to 4000 then left turn direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-32	2120-1 556 (600-1)		2120-1½ 556 (600-1½)	NA
CIRCLING	2120-1 547 (600-1)		2120-1½ 547 (600-1½)	NA
DME MINIMUMS				
S-32	2020-1 456 (500-1)		2020-1¼ 456 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

09295

AIRPORT DIAGRAM

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AL-292 (FAA)
NORTH PLATTE, NEBRASKA

41°08'N
41°07'N
100°40'W
100°41'W
100°42'W

ELEV 2769
30
298.6°
8000 X 150
118.6°
FIELD ELEV 2777
17
35
173.8°
353.8°
4436 X 100
ELEV 2775
ELEV 2773

VAR 7.3°E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

RWY 12-30
S75, D110, ST139, DT190
RWY 17-35
S28, D48, DT86

TERMINAL
FBO
HANGARS
FIRE STATION
NWS
FBO
HANGARS
2840

ASOS
118.425
CLNC DEL
132.7
CTAF/UNICOM
123.0

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-LBF	APP CRS	Rwy Idg	8000
111.5	297°	TDZE	2771
		Apt Elev	2777

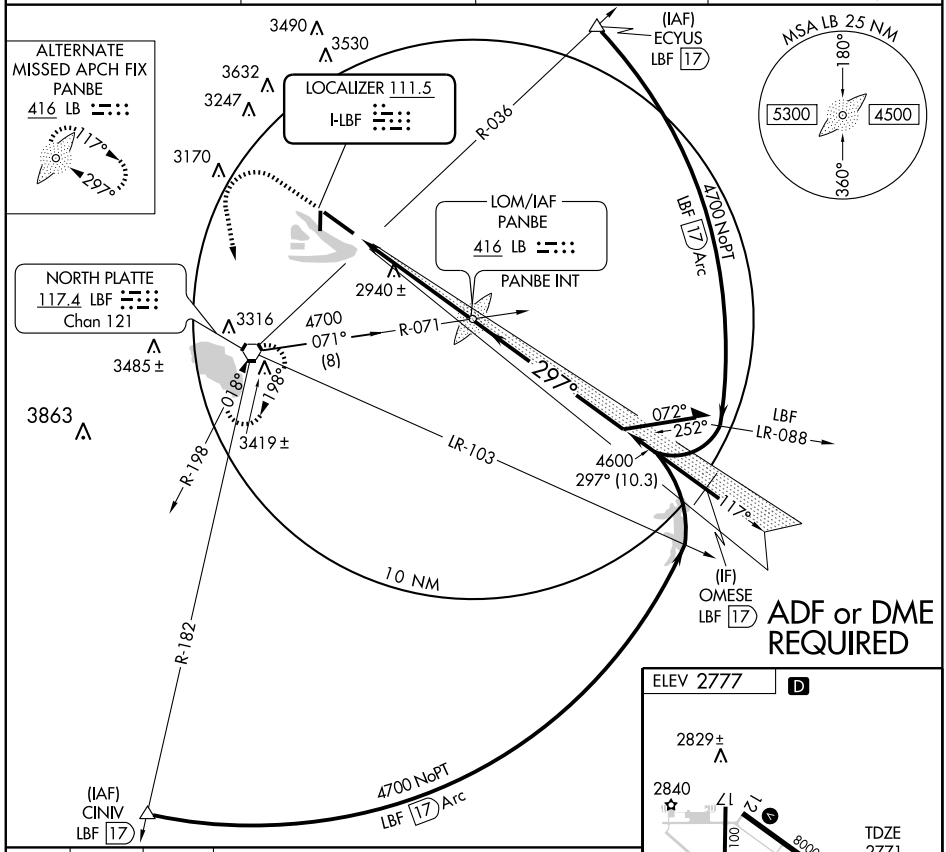
ILS or LOC RWY 30

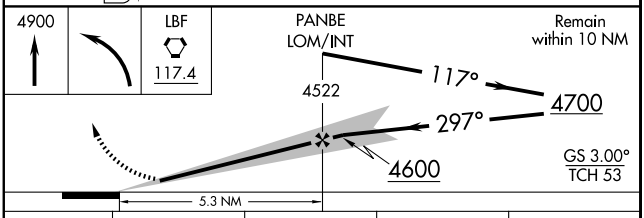
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

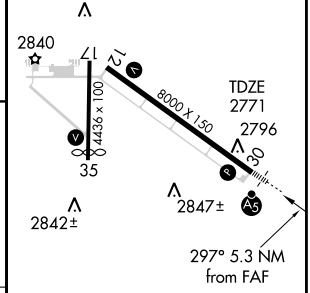
MALSR

MISSED APPROACH: Climb to 4900 then left turn direct LBF VORTAC and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 30	2971-½ 200 (200-½)			
S-LOC 30	3200-½ 429 (500-½)		3200-¾ 429 (500-¾)	3200-1 429 (500-1)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	8000
117°	TDZE	2777
	Apt Elev	2779

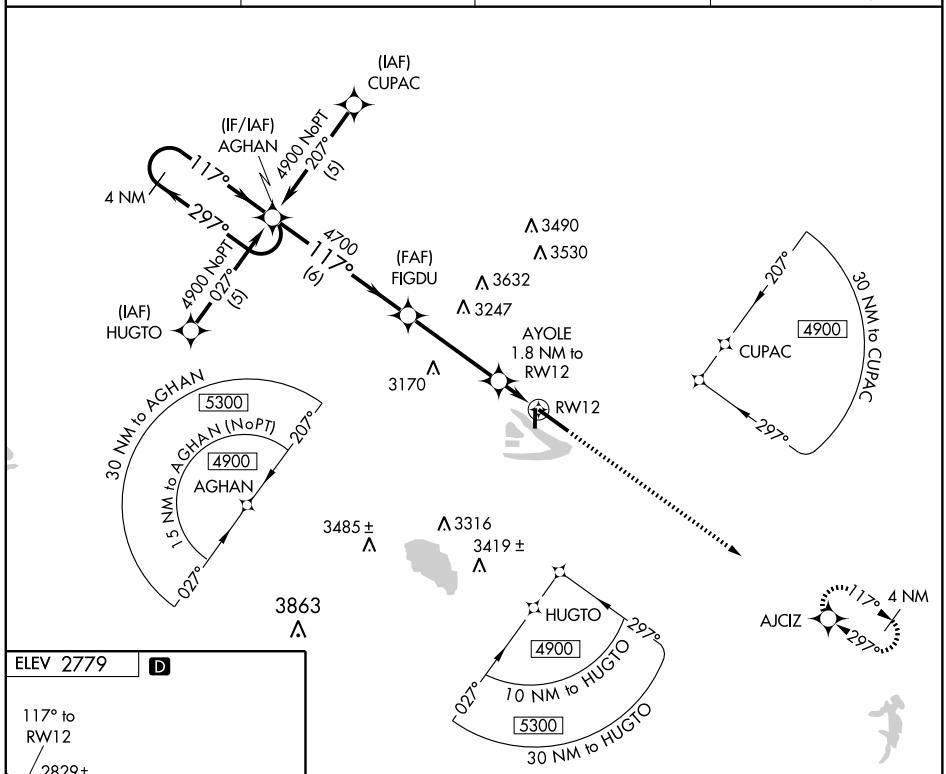
RNAV (GPS) RWY 12

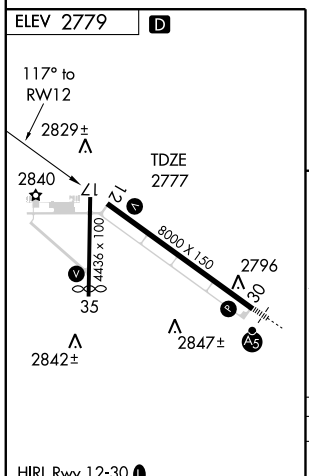
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

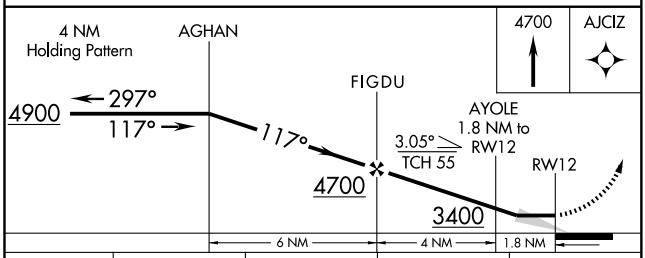
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4700 direct AJCIZ and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3280-1 503 (600-1)		3280-1½ 503 (600-1½)	
CIRCLING	3360-1 581 (600-1)	3380-1 601 (700-1)	3400-1¾ 621 (700-1¾)	3400-2 621 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 60915 W30A	APP CRS 297°	Rwy Idg 8000 TDZE 2771 Apt Elev 2779

RNAV (GPS) RWY 30

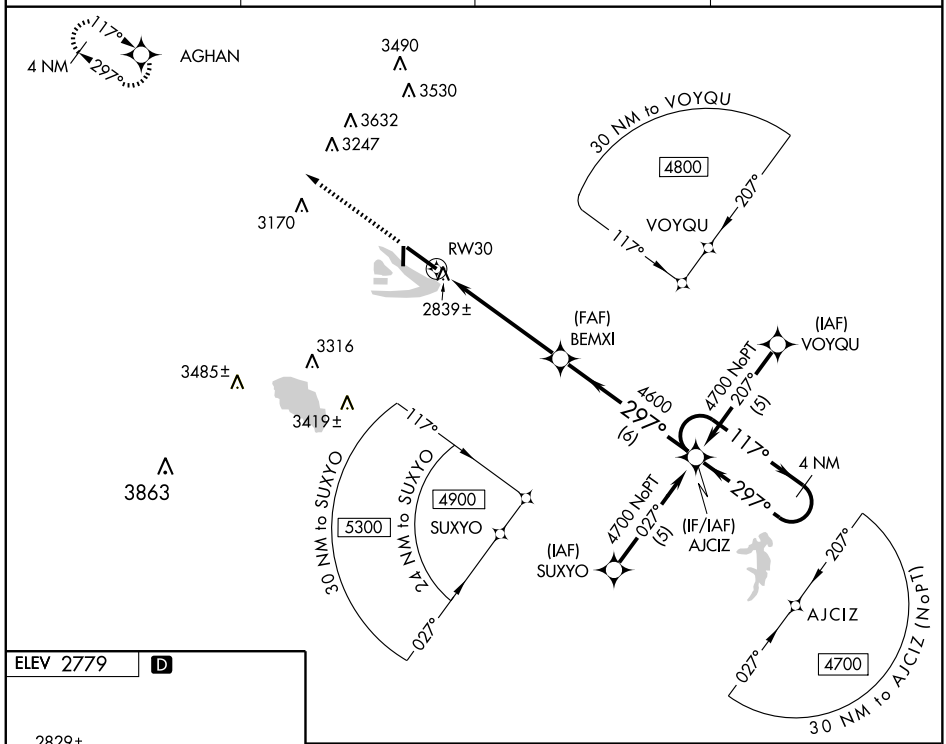
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

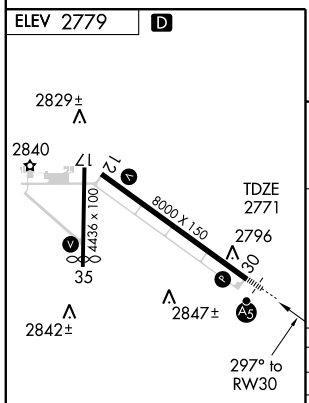
Baro VNAV NA below -20°C (-4°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV visibility to 1 all Cats.

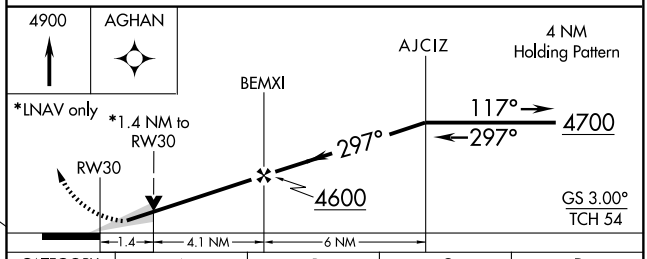
MALSR

MISSED APPROACH: Climb to 4900 direct AGHAN and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3050-½		279 (300-½)	
LNAV/VNAV DA	3180-1		409 (500-1)	
LNAV MDA	3280-½ 509 (600-½)		3280-1 509 (600-1)	
CIRCLING	3360-1½ 581 (600-1½)	3380-1½ 601 (700-1½)	3400-1¾ 621 (700-1¾)	3400-2 621 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS		
352°	Rwy Idg	4135
	TDZE	2776
	Apt Elev	2777

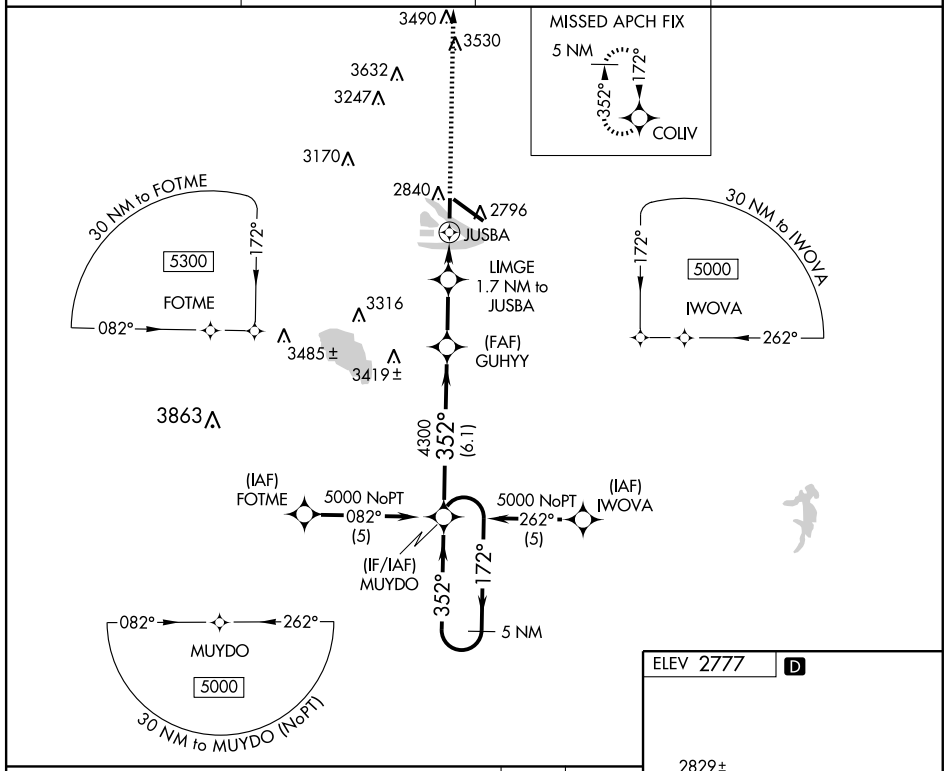
RNAV (GPS) RWY 35

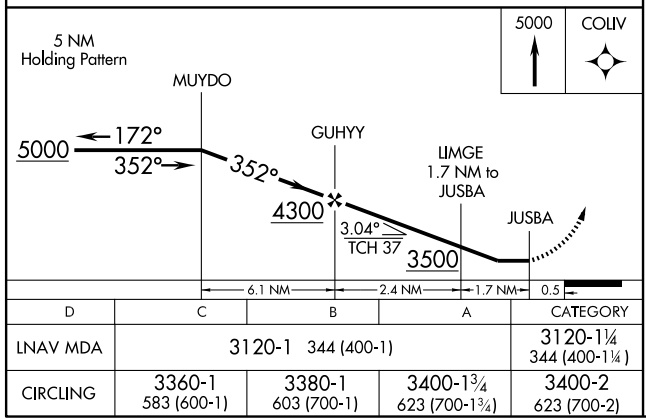
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

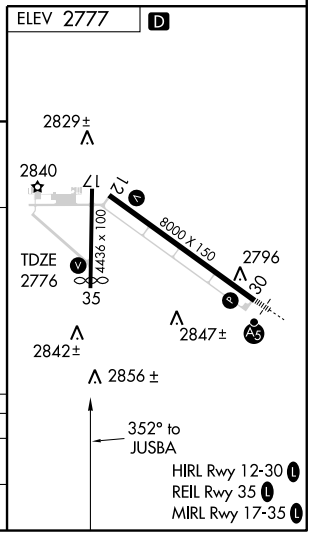
MISSED APPROACH: Climb to 5000 direct COLIV and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L





D	C	B	A	CATEGORY
LNAV MDA	3120-1 344 (400-1)			3120-1¼ 344 (400-1¼)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)



NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC LBF	APP CRS	Rwy Idg	4135
117.4	018°	TDZE	2776
Chan 121		Apt Elev	2777

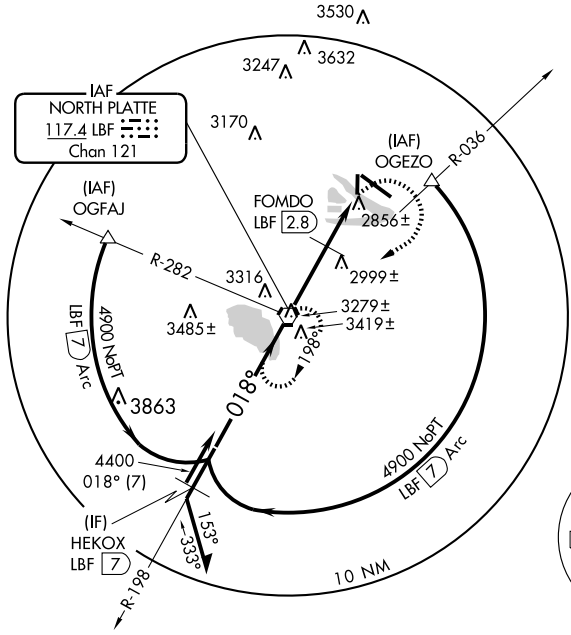
VOR RWY 35

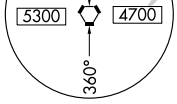
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

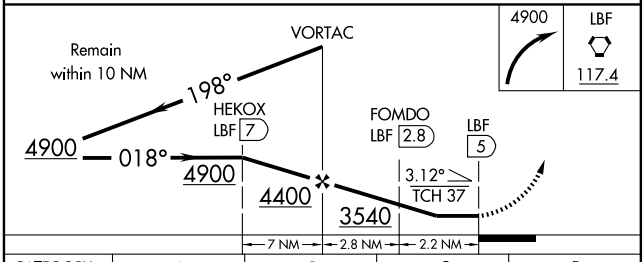
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4900 direct LBF VORTAC and hold, continue climb-in-hold to 4900.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L

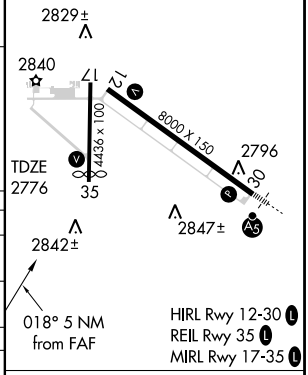






CATEGORY	A	B	C	D
S-35	3540-1 764 (800-1)	3540-1¼ 764 (800-1¼)	3540-2¼ 764 (800-2¼)	3540-2½ 764 (800-2½)
CIRCLING	3540-1 763 (800-1)	3540-1¼ 763 (800-1¼)	3540-2¼ 763 (800-2¼)	3540-2½ 763 (800-2½)
FOMDO FIX MINIMUMS				
S-35	3180-1 404 (500-1)		3180-1¼ 404 (500-1¼)	
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)

ELEV 2777 D



HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 57903 W08A	APP CRS 079°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278

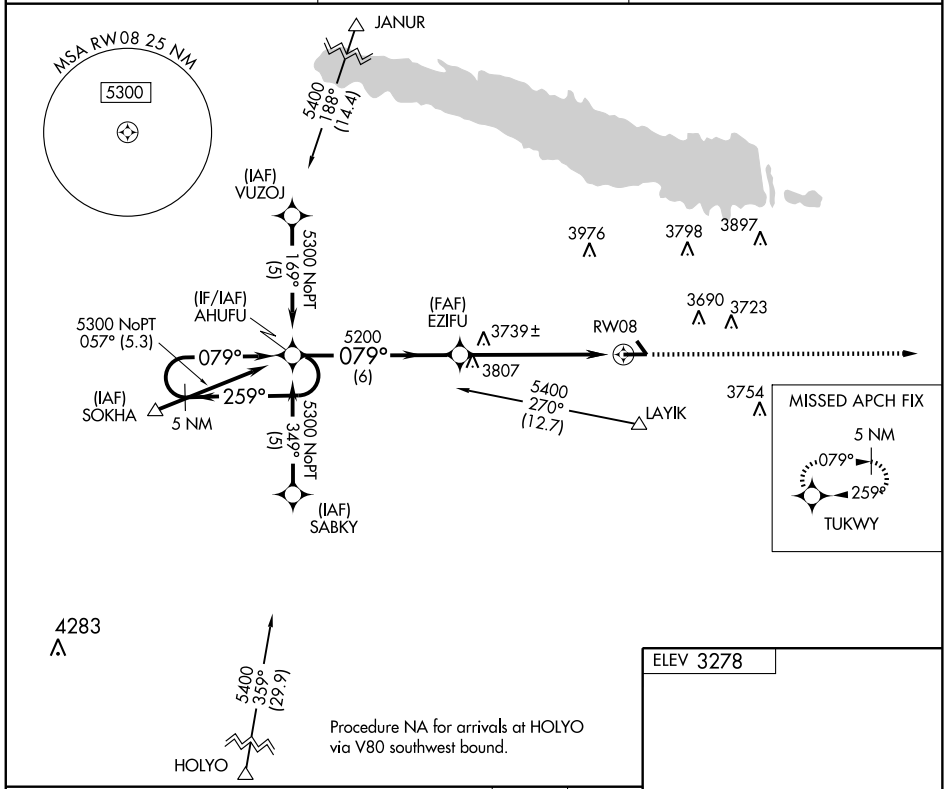
RNAV (GPS) RWY 8

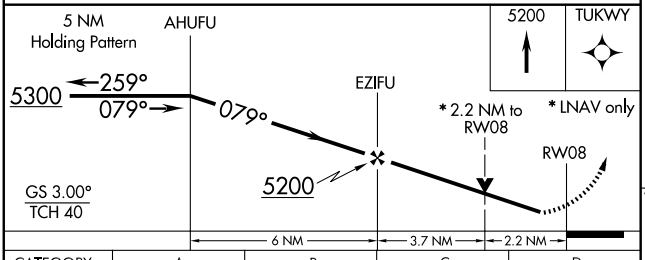
OGALLALA/SEARLE FIELD (OGA)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Imperial altimeter setting.

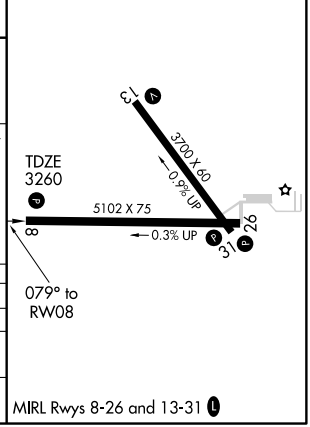
MISSED APPROACH: Climb to 5200 direct TUKWY and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3510-1 250 (300-1)			NA
LNAV MDA	4000-1 740 (800-1)		4000-2 740 (800-1)	NA
CIRCLING	4000-1 722 (800-1)		4000-2 722 (800-1)	NA



NC-2. 08 APR 2010 to 06 MAY 2010

OGALLALA, NEBRASKA AL-6070 (FAA)

WAAS	APP CRS	Rwy Idg	5102
CH 53303	259°	TDZE	3254
W26A		Apt Elev	3278

RNAV (GPS) RWY 26

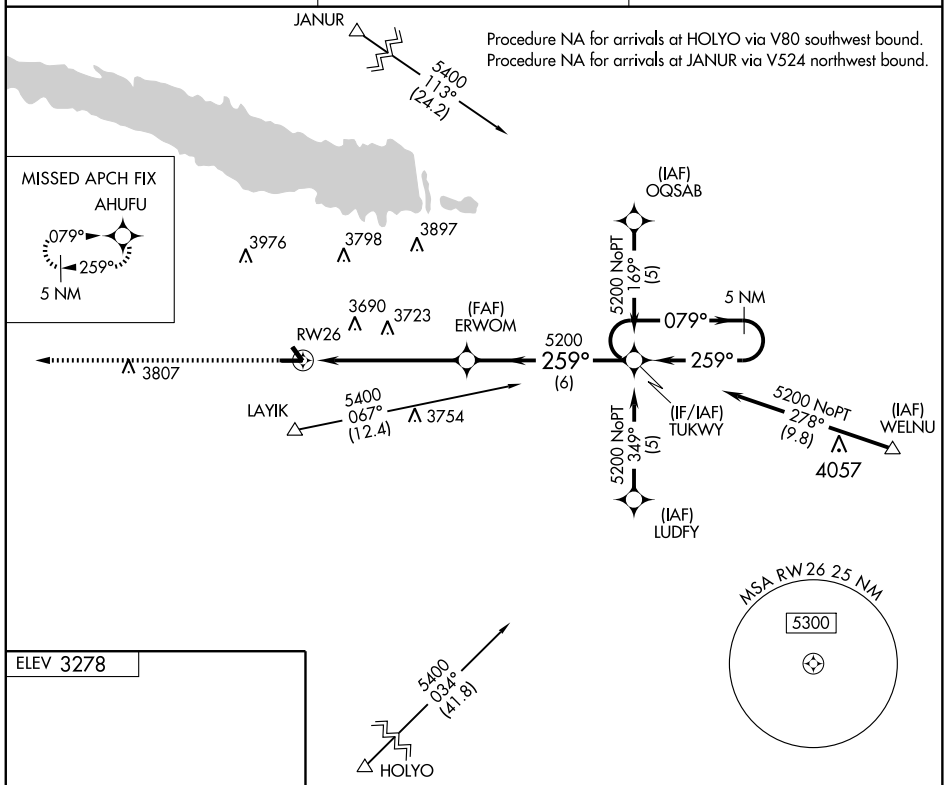
OGALLALA/SEARLE FIELD (OGA)

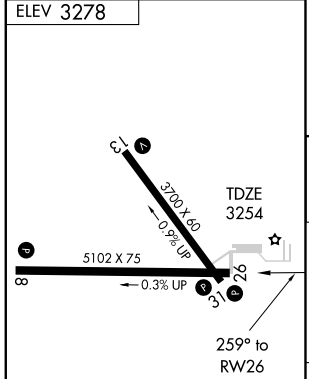
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet.

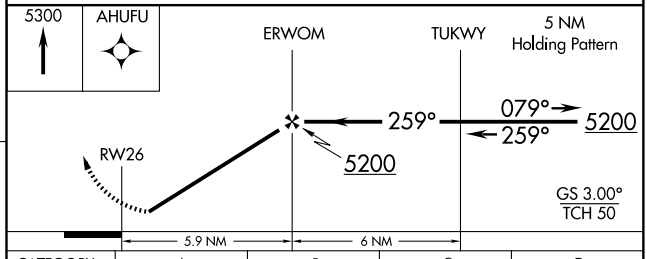
MISSED APPROACH: Climb to 5300 direct AHUFU and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L

Procedure NA for arrivals at HOLYO via V80 southwest bound.
Procedure NA for arrivals at JANUR via V524 northwest bound.







CATEGORY	A	B	C	D
LPV DA	3504-1 250 (300-1)			NA
LNAV MDA	3920-1 666 (700-1)		3920-1¾ 666 (700-1¾)	NA
CIRCLING	3940-1 662 (700-1)	3980-1 702 (800-1)	4000-2 722 (800-1)	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE 110.2 Chan 39	APP CRS 072°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278

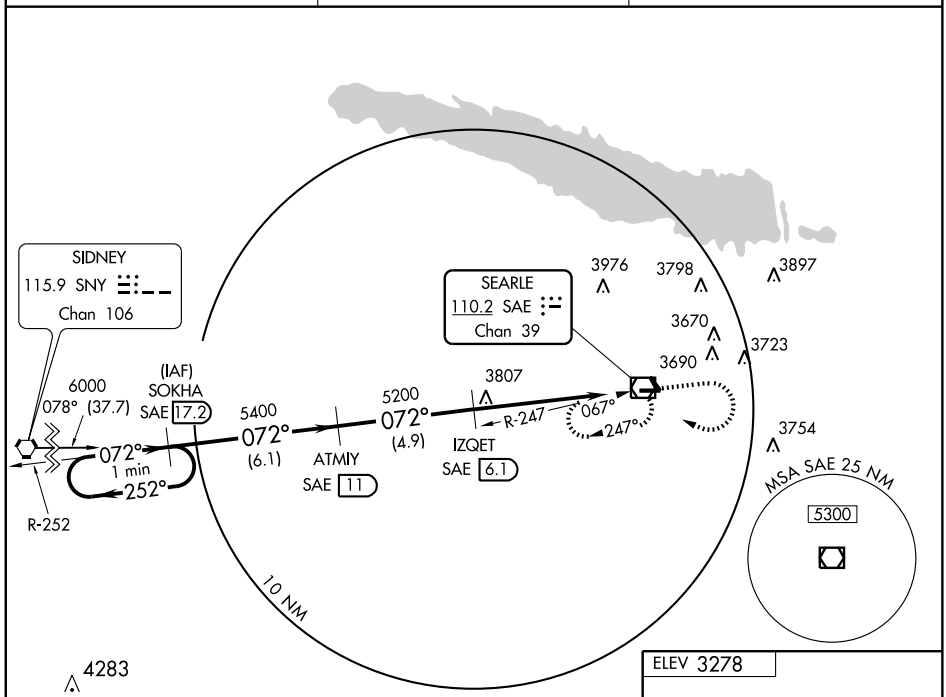
VOR/DME RWY 8

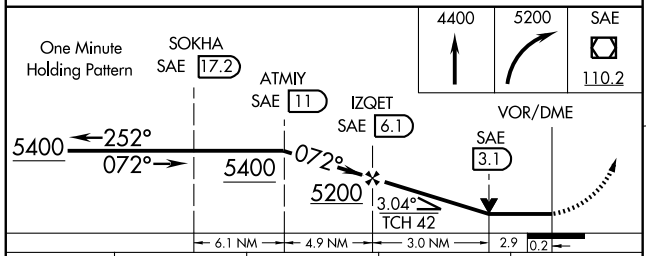
OGALLALA/SEARLE FIELD (OGA)

T
NA

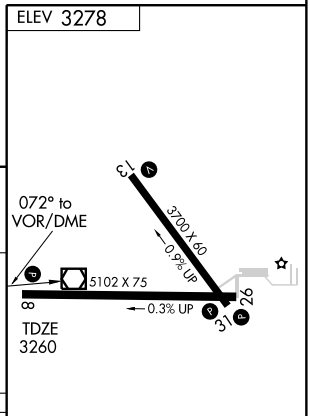
MISSED APPROACH: Climb to 4400 then climbing right turn to 5200 direct SAE VOR/DME and hold

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-8	4080-1 820 (900-1)	4080-1¼ 820 (900-1¼)	NA	NA
CIRCLING	4080-1 802 (900-1)	4080-1¼ 802 (900-1¼)	NA	NA



NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	5102
110.2	263°	TDZE	3254
Chan 39		Apt Elev	3278

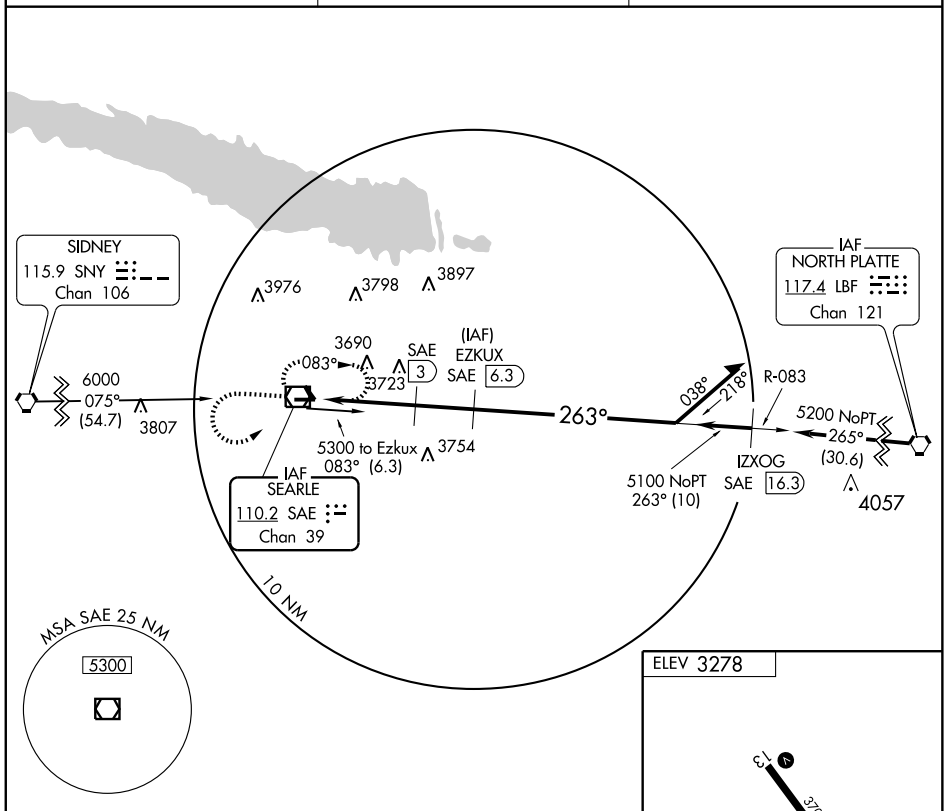
VOR/DME RWY 26

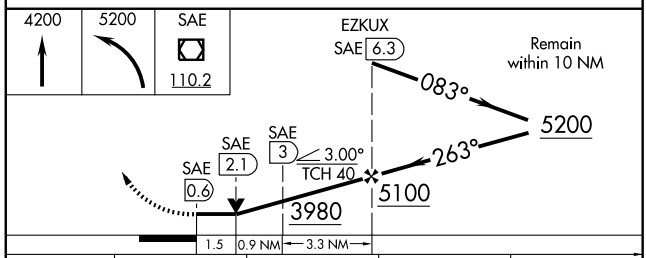
OGALLALA/SEARLE FIELD (OGA)

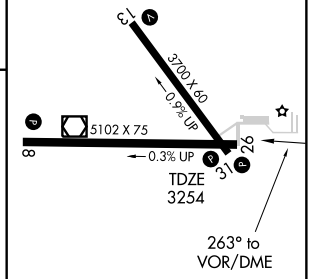
T
A NA

MISSED APPROACH: Climb to 4200 then climbing left turn to 5200 direct SAE VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	3760-1 506 (600-1)		NA	NA
CIRCLING	3940-1 662 (700-1)	3960-1 682 (700-1)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	5102
110.2	067°	TDZE	3260
Chan 39		Apt Elev	3278

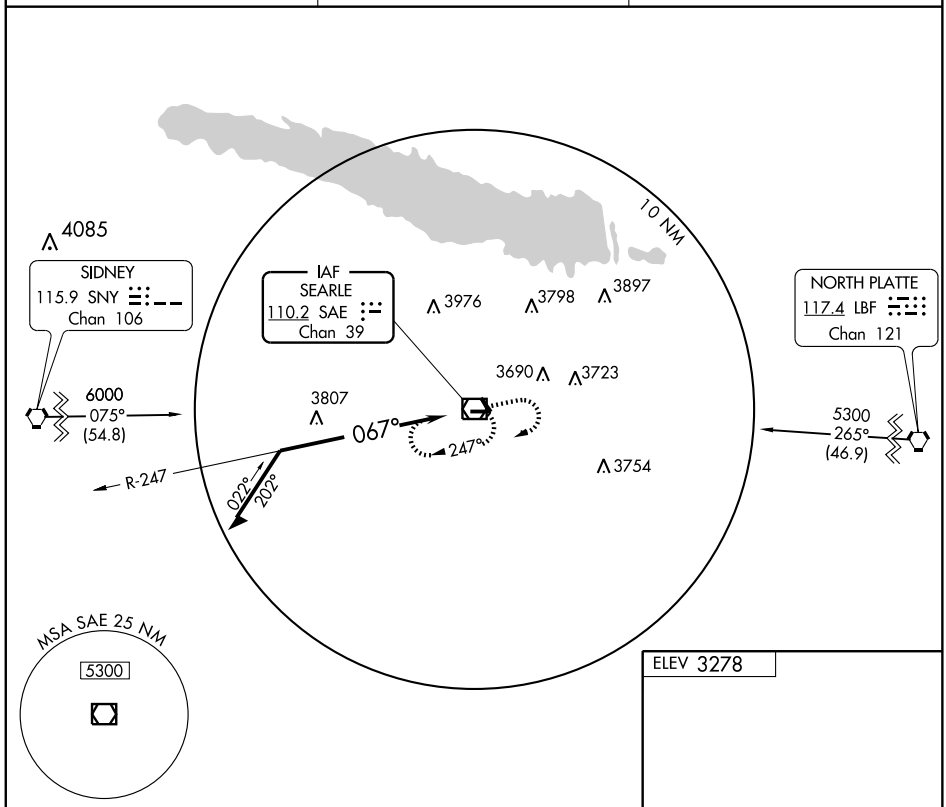
VOR RWY 8

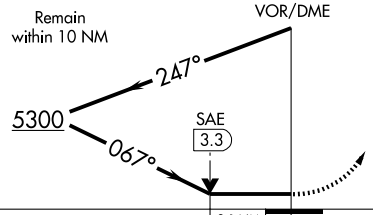
OGALLALA/SEARLE FIELD (OGA)

NA

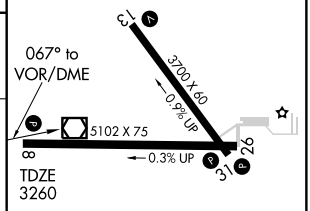
MISSED APPROACH: Climb to 5300 then right turn to SAE VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L





5300		SAE
		110.2



CATEGORY	A	B	C	D
S-8	4120-1 860 (900-1)	4120-1¼ 860 (900-1¼)	NA	NA
CIRCLING	4120-1 842 (900-1)	4120-1¼ 842 (900-1¼)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME SAE	APP CRS	Rwy Idg	5102
110.2	263°	TDZE	3254
Chan 39		Apt Elev	3278

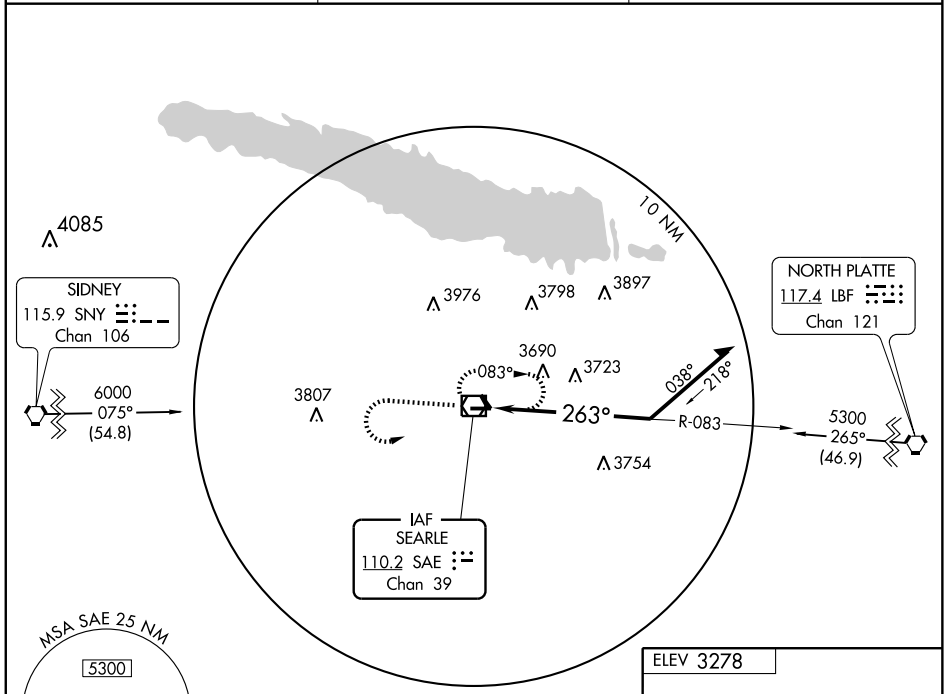
VOR RWY 26

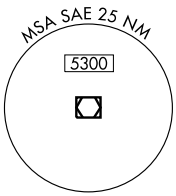
OGALLALA/SEARLE FIELD (OGA)

T
NA

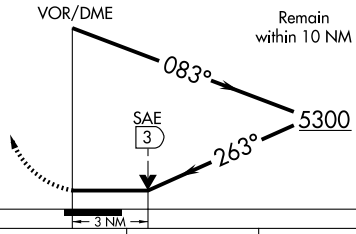
MISSED APPROACH: Climb to 4300 then climbing left turn to 5300 direct SAE VOR/DME and hold.

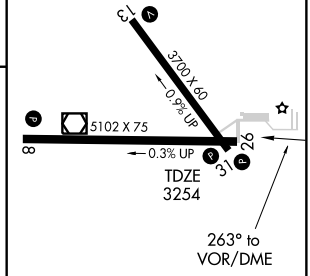
AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L





4300	5300	SAE
		110.2





CATEGORY	A	B	C	D
S-26	4040-1 786 (800-1)	4040-1¼ 786 (800-1¼)	NA	NA
CIRCLING	4040-1 762 (800-1)	4040-1¼ 762 (800-1¼)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB MLE	APP CRS	Rwy Idg	3588
371	130°	TDZE	1051
		Apt Elev	1051

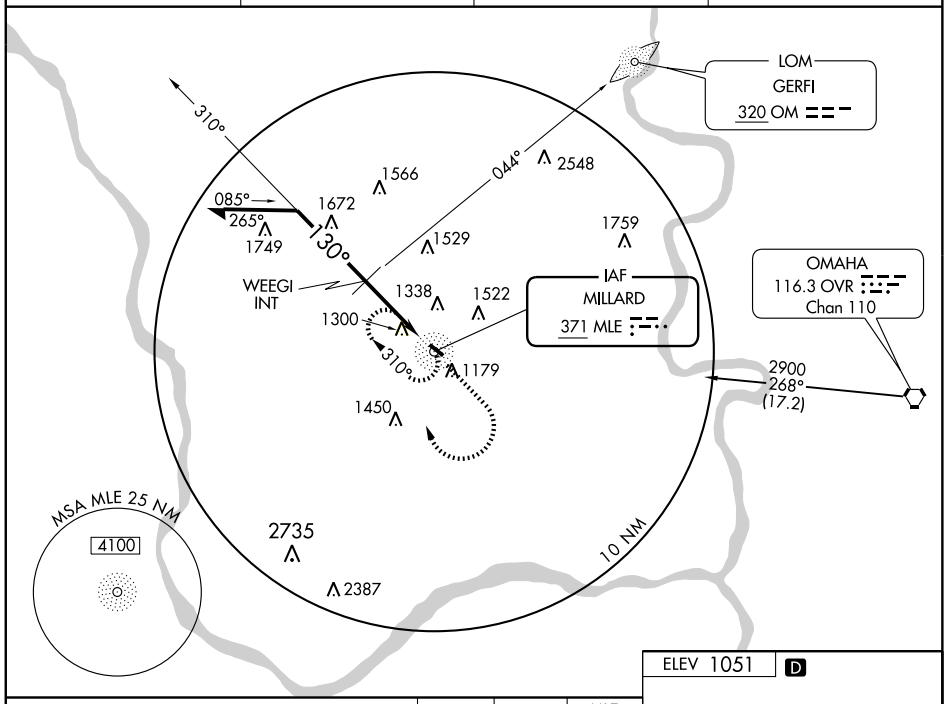
NDB RWY 12

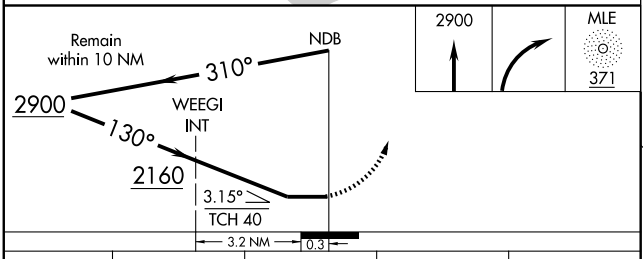
OMAHA/MILLARD (MLE)

NA

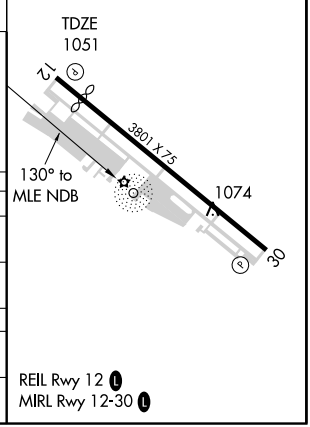
MISSED APPROACH: Climb to 2900 then right turn direct MLE NDB and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-12	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
CIRCLING	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
WEEGI FIX MINIMUMS				
S-12	1700-1 649 (700-1)		1700-1¾ 649 (700-1¾)	NA
CIRCLING	1700-1 649 (700-1)		1760-2 709 (800-2)	NA



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 78402 W12A	APP CRS 123°	Rwy Idg 3588 TDZE 1051 Apt Elev 1051

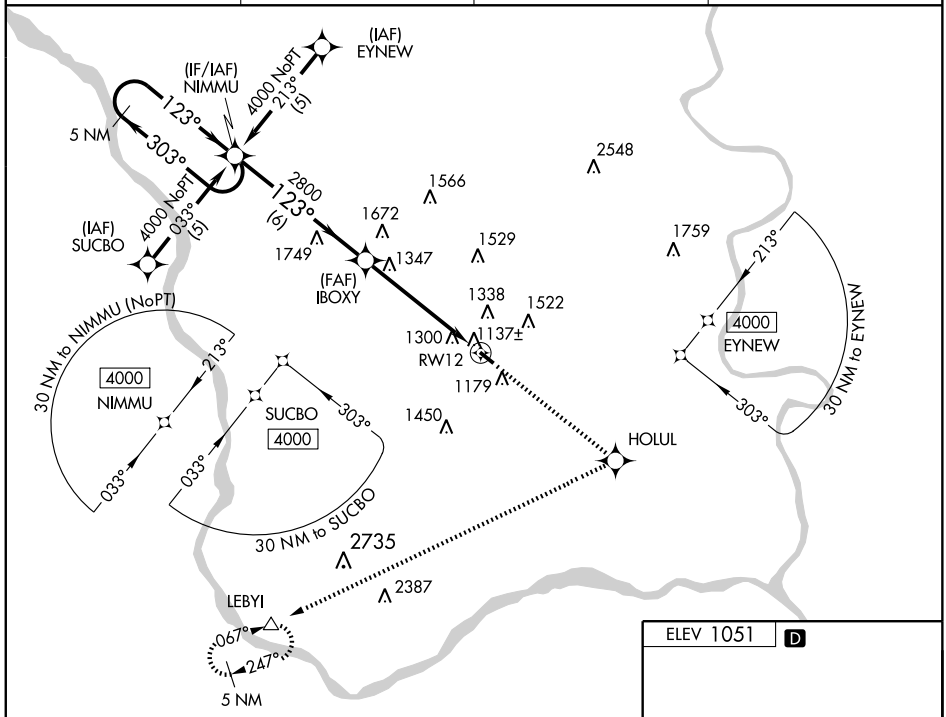
RNAV (GPS) RWY 12

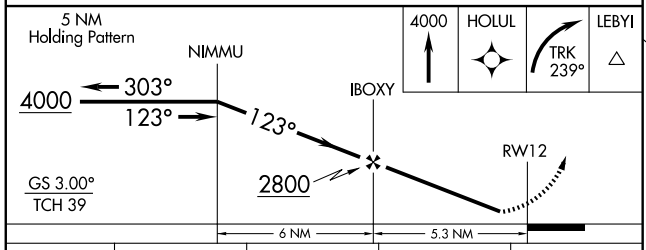
OMAHA/MILLARD (MLE)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using ▲ Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). Visibility reduction by helicopters NA.

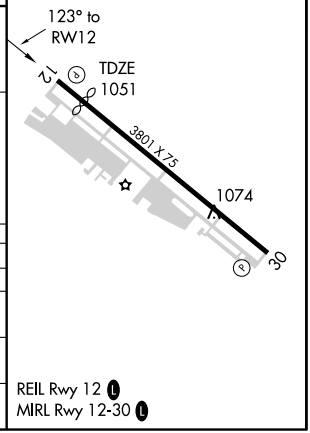
MISSED APPROACH: Climb to 4000 direct HOLUL and right turn via 239° track to LEBYI and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1387-1¼ 336 (400-1¼)			NA
LNAV/VNAV DA	1668-2 617 (700-1)			NA
LNAV MDA	1660-1 609 (700-1)		1660-1¾ 609 (700-1¾)	NA
CIRCLING	1700-2 649 (700-2)		1760-2 709 (800-2)	NA



REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS		
303°	Rwy Idg	3801
	TDZE	1050
	Apt Elev	1051

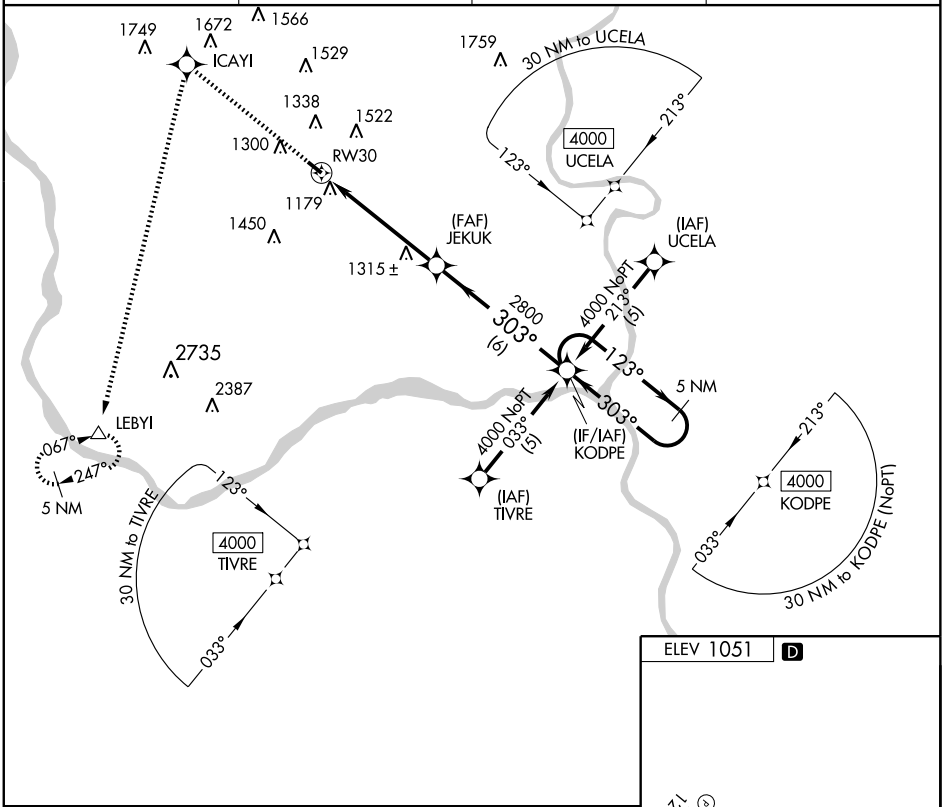
RNAV (GPS) RWY 30

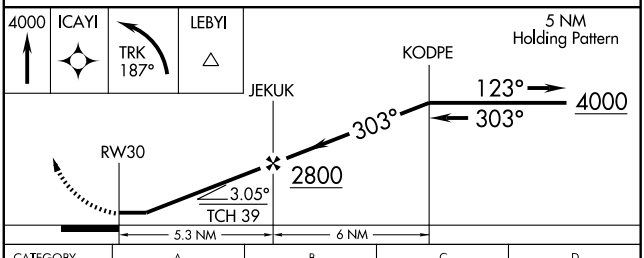
OMAHA/ MILLARD (MLE)

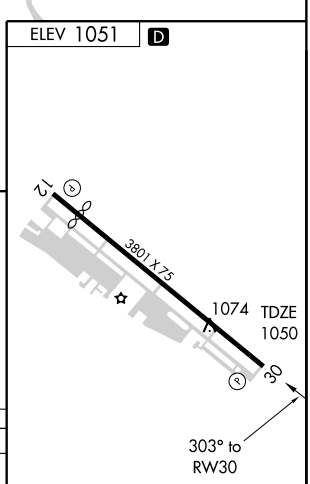
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ICAYI and left turn via 187° track to LEBYI and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L



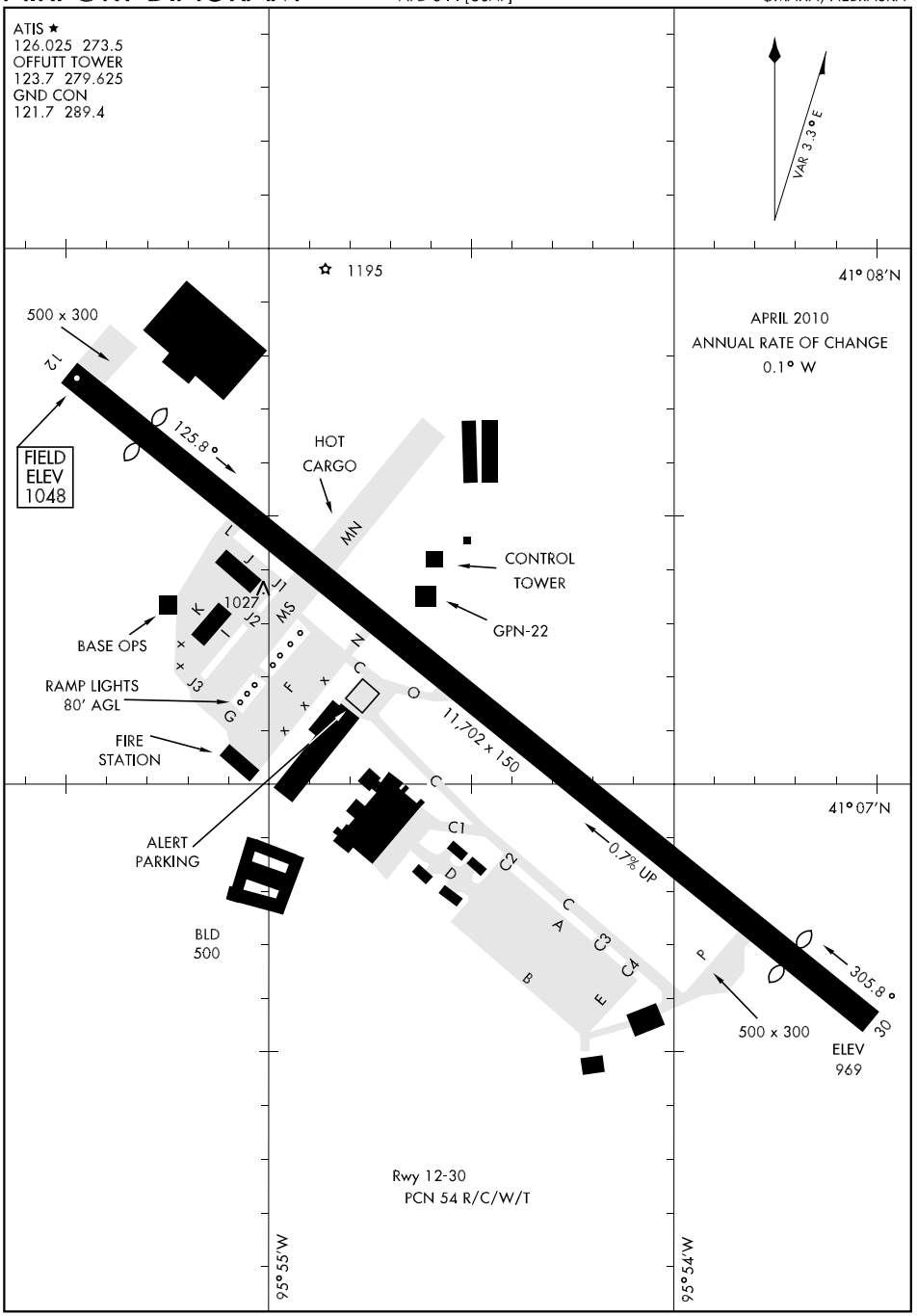




CATEGORY	A	B	C	D
LNAV MDA	1620-1	570 (600-1)	1620-1½ 570 (600-1½)	NA
CIRCLING	1700-1	649 (700-1)	1760-2 709 (800-2)	NA

REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-2. 08 APR 2010 to 06 MAY 2010



NC-2, 08 APR 2010 to 06 MAY 2010

HI-ILS RWY 30

OFFUTT AFB (KOFF)

LOC I-OFF	APCH CRS	Rwy ldg 10,600 TDZE 989 Arpt Elev 1048
109.5	304°	JAL-544 [USAF]

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE increase RVR to 60 and vis to 1¼ mile.

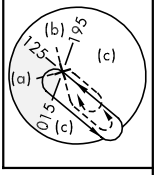
ALSF-1

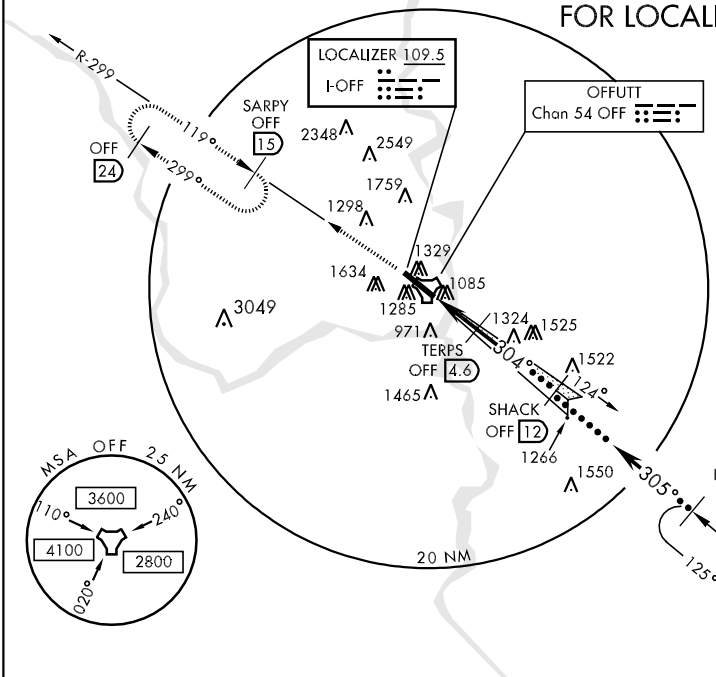
MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

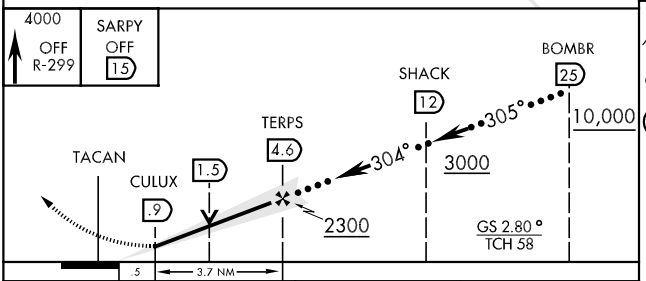
*** Circling not authorized N of Rwy 12-30.

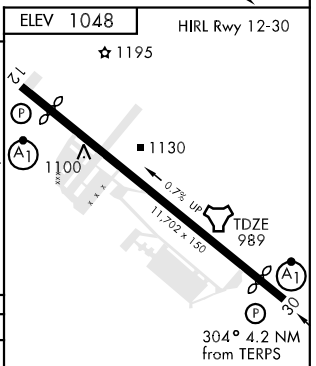
DME REQUIRED FOR LOCALIZER





EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-ILS 30 *	1189/24	200	(200-½)
S-LOC 30 **	1360/40	371	(400- ¾)
CIRCLING ***	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

Rwy 12 ldg 10,700′
Rwy 30 ldg 10,600′
Rwy 12/30 ALS nstd

HI-TACAN RWY 12

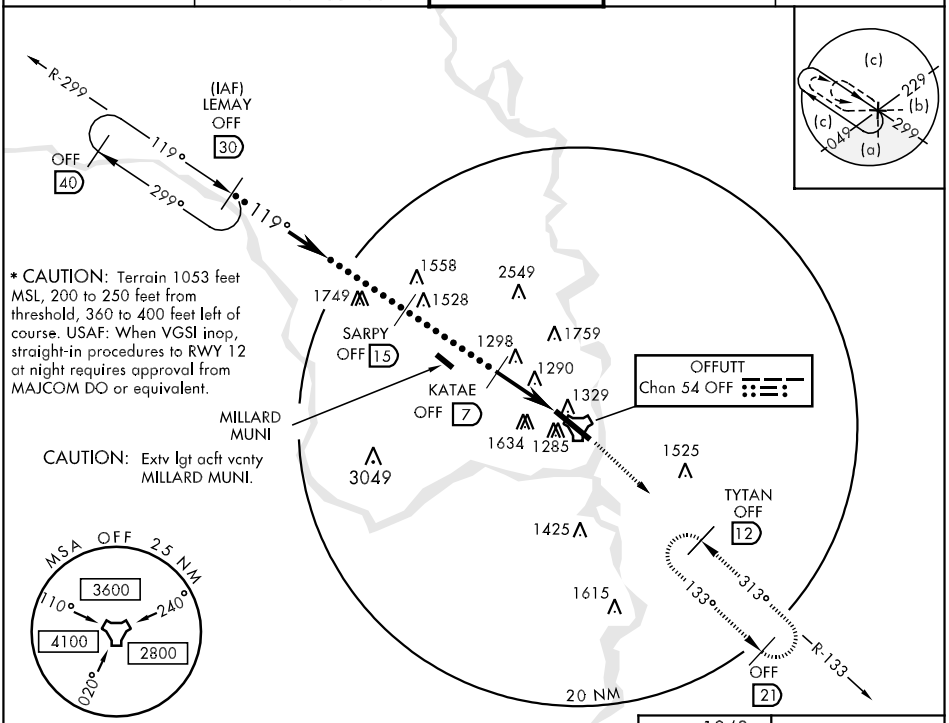
TACAN OFF Chan 54	APCH CRS 119°	Rwy ldg 10,700 TDZE 1042 Arpt Elev 1048	JAL-544 [USAF]	OFFUTT AFB (KOFF)

* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, Cat E vis to 2¼ miles.
** Circling not authorized N of Rwy 12-30.

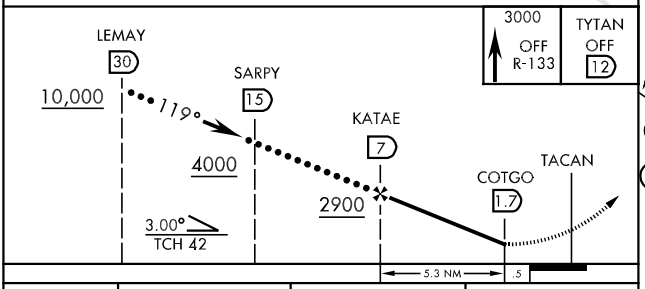
ALSF-1

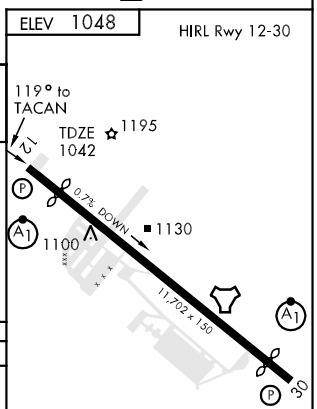
MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	



EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-12 *	1680/60 637 (700-1¼)	1680-1½ 637 (700-1½)	1680-1¾ 637 (700-1¾)
CIRCLING **	1680-1¾ 628 (700-1¾)	1680-2 628 (700-2)	2000-3 948 (1000-3)

Rwy 12 ldg 10,700'
Rwy 30 ldg 10,600'
Rwy 12/30 ALS nstd

HI-TACAN RWY 30

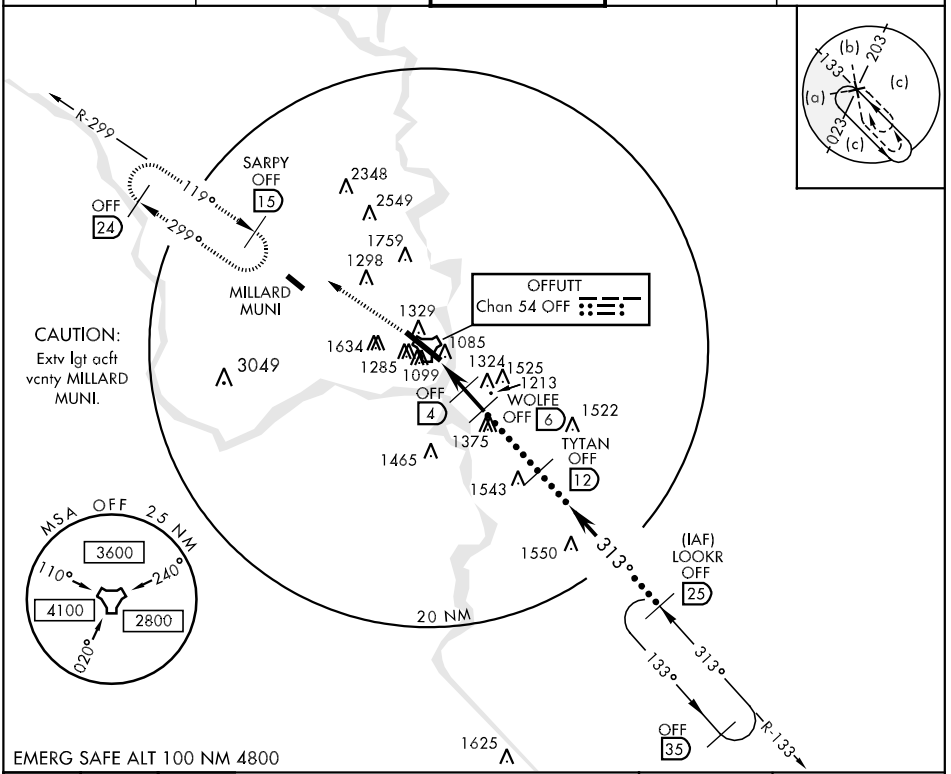
TACAN OFF Chan 54	APCH CRS 313°	Rwy ldg 10,600 TDZE 989 Arpt Elev 1048	JAL-544 [USAF]	OFFUTT AFB (KOFF)

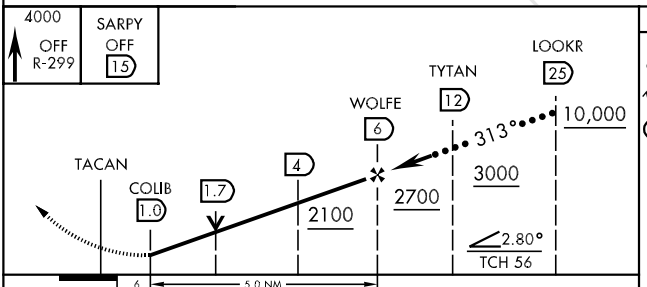
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized N of Rwy 12-30.

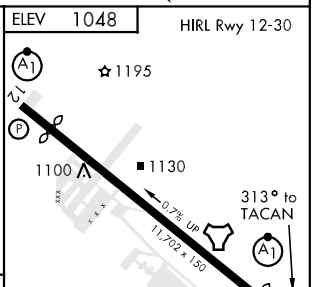
ALSF-1

MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

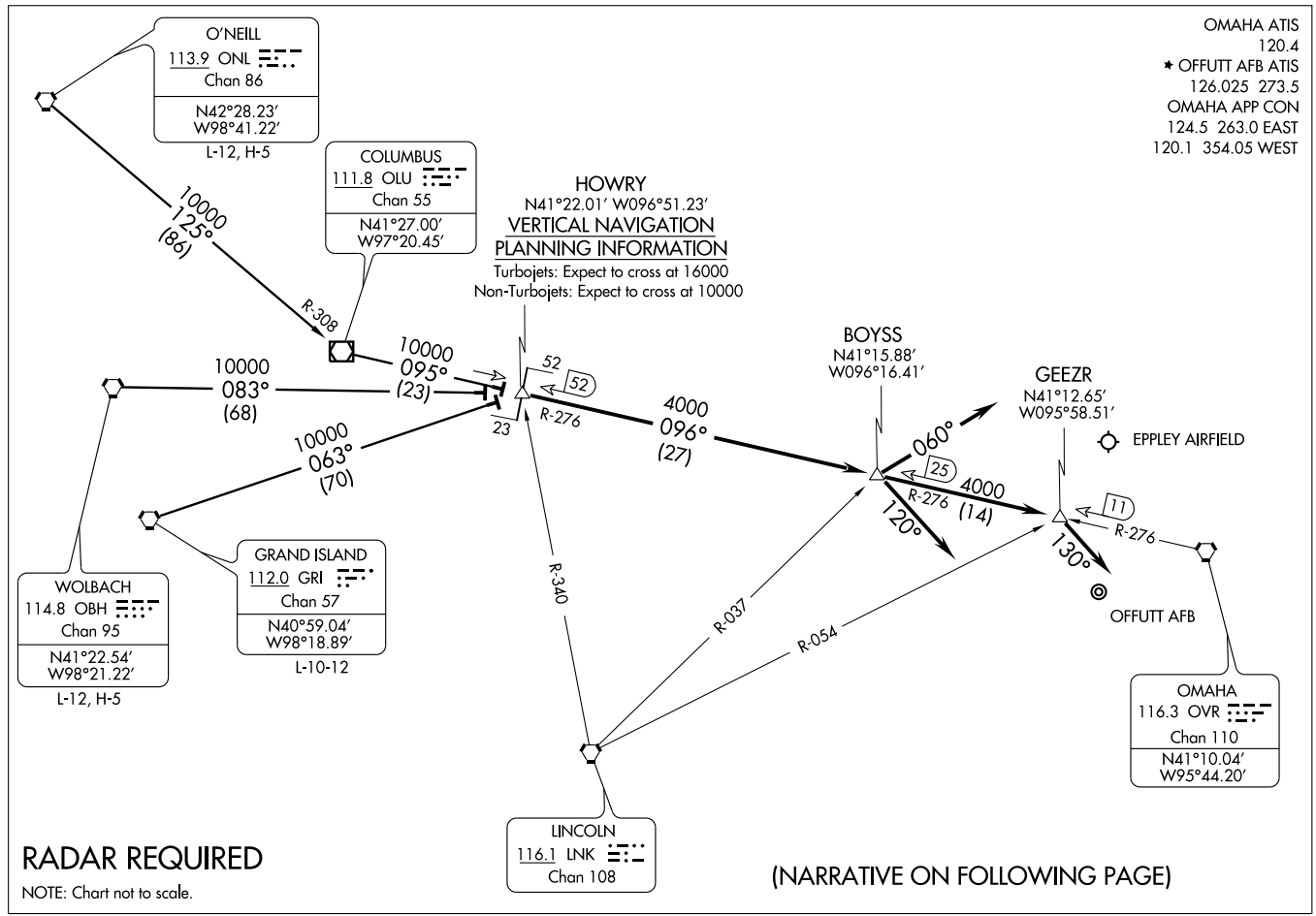






CATEGORY	C	D	E
S-30 *	1420/40 431(400-¾)	1420/50 431 (400-1)	
CIRCLING **	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

Rwy 12 ldg 10,700'
Rwy 30 ldg 10,600'
Rwy 12/30 ALS nstd



(HOWRY.HOWRY1) 07354

HOWRY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

HOWRY ONE ARRIVAL

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence

. . . . Landing Eppley Airfield:
Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.
Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:
Runway 12: Expect radar vectors to final approach course.
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

ILS RWY 30

LOC I-OFF	APCH CRS	Rwy ldg 10,600 / TDZE 989 / Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)
109.5	304°			

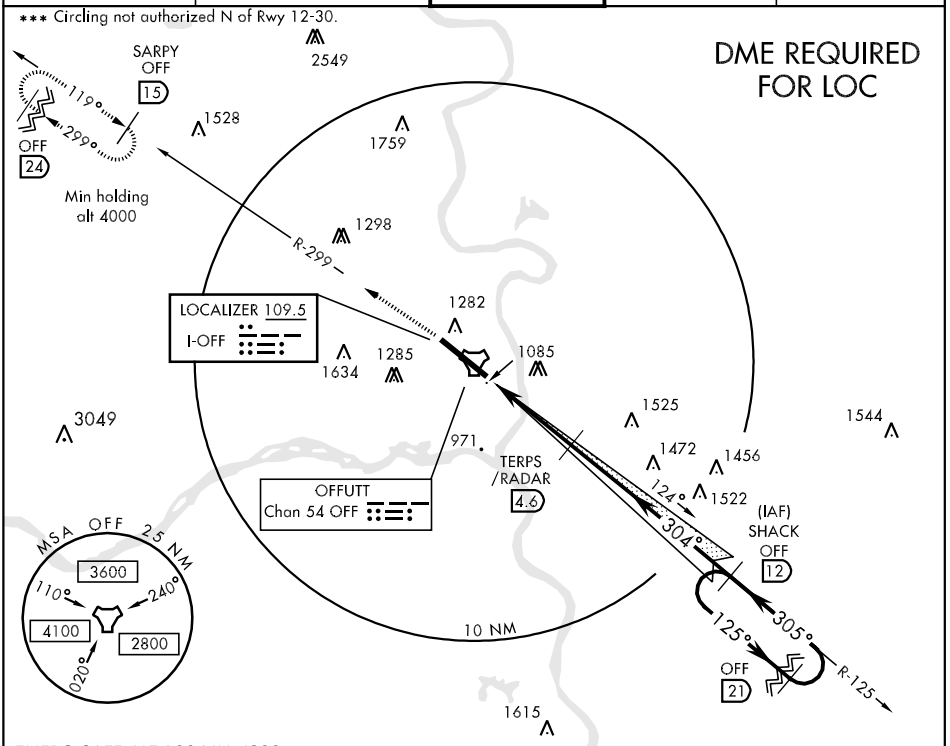
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, incr CAT ABC RVR to 50 and vis to 1 mile, CAT DE incr RVR to 60 and vis to 1¼ miles.

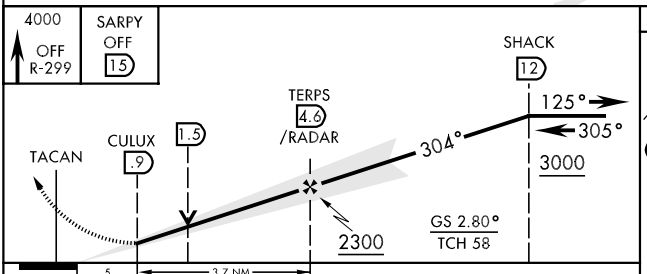
ALSF-1

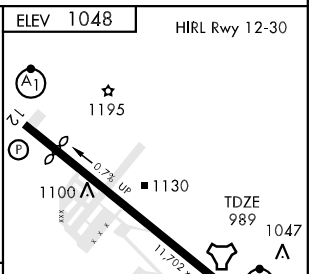
MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

*** Circling not authorized N of Rwy 12-30.





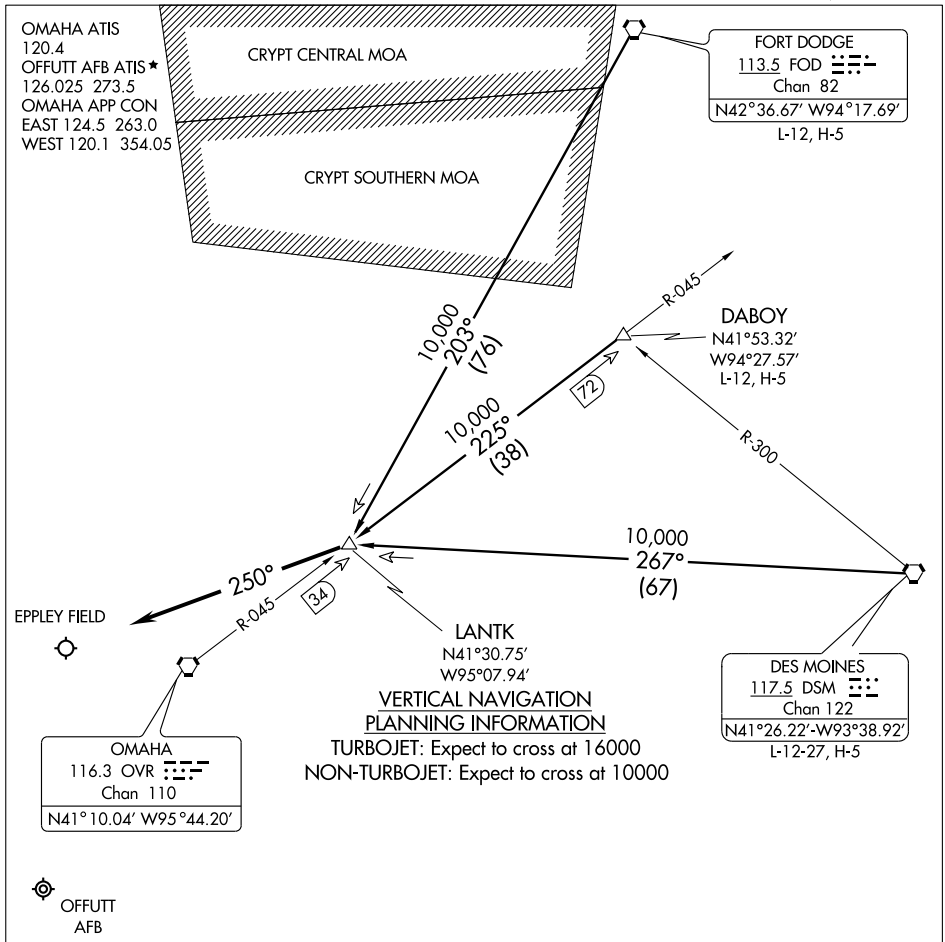


CATEGORY	A	B	C	D	E
S-ILS 30 *	1189/24		200	(200-½)	
S-LOC 30 **	1360/24	371 (400-½)	1360/40	371	(400-¾)
CIRCLING ***	1560-1 508 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



Note: Chart not to scale.

RADAR REQUIRED

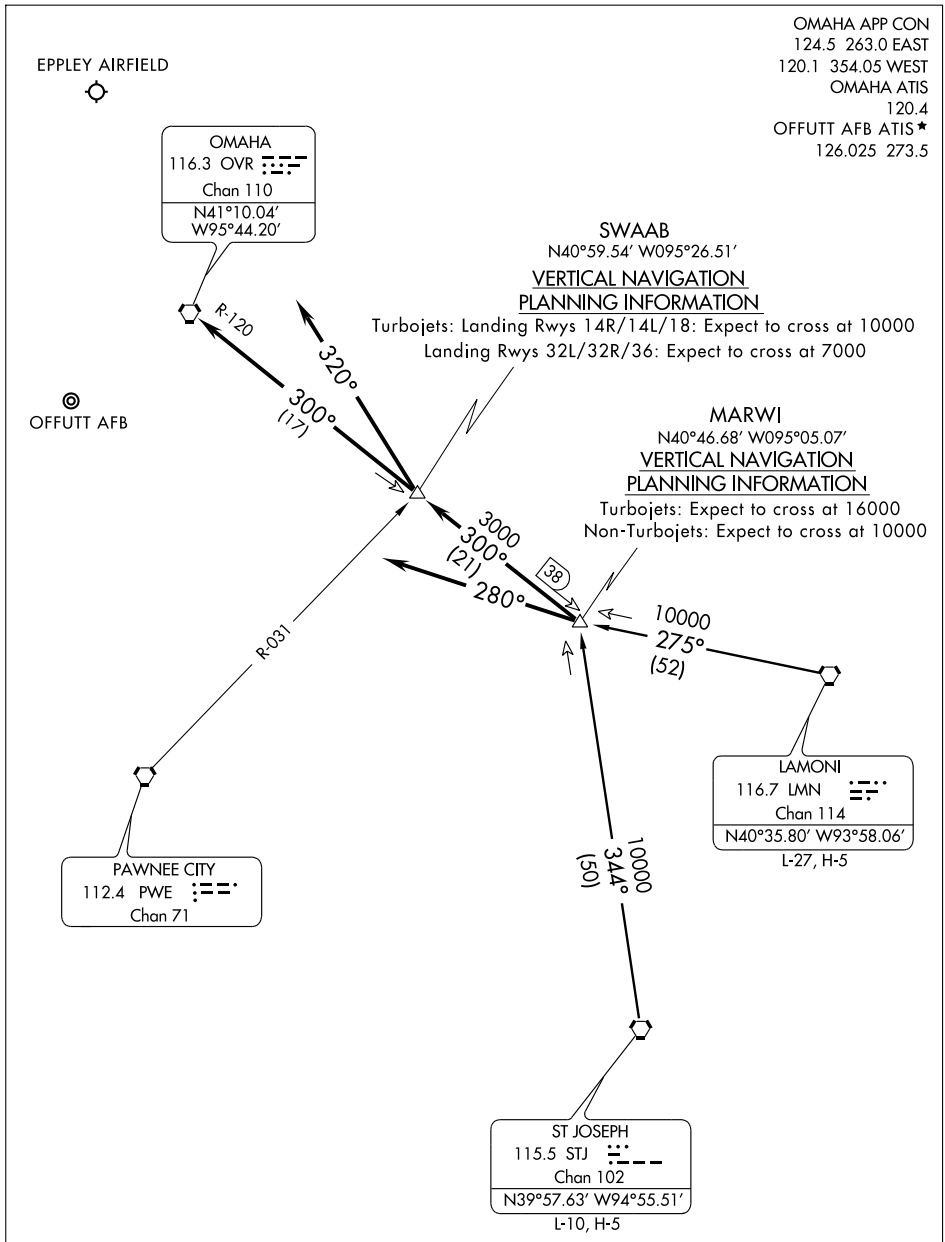
FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

MARWI ONE ARRIVAL



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.
ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:
Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence
Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence

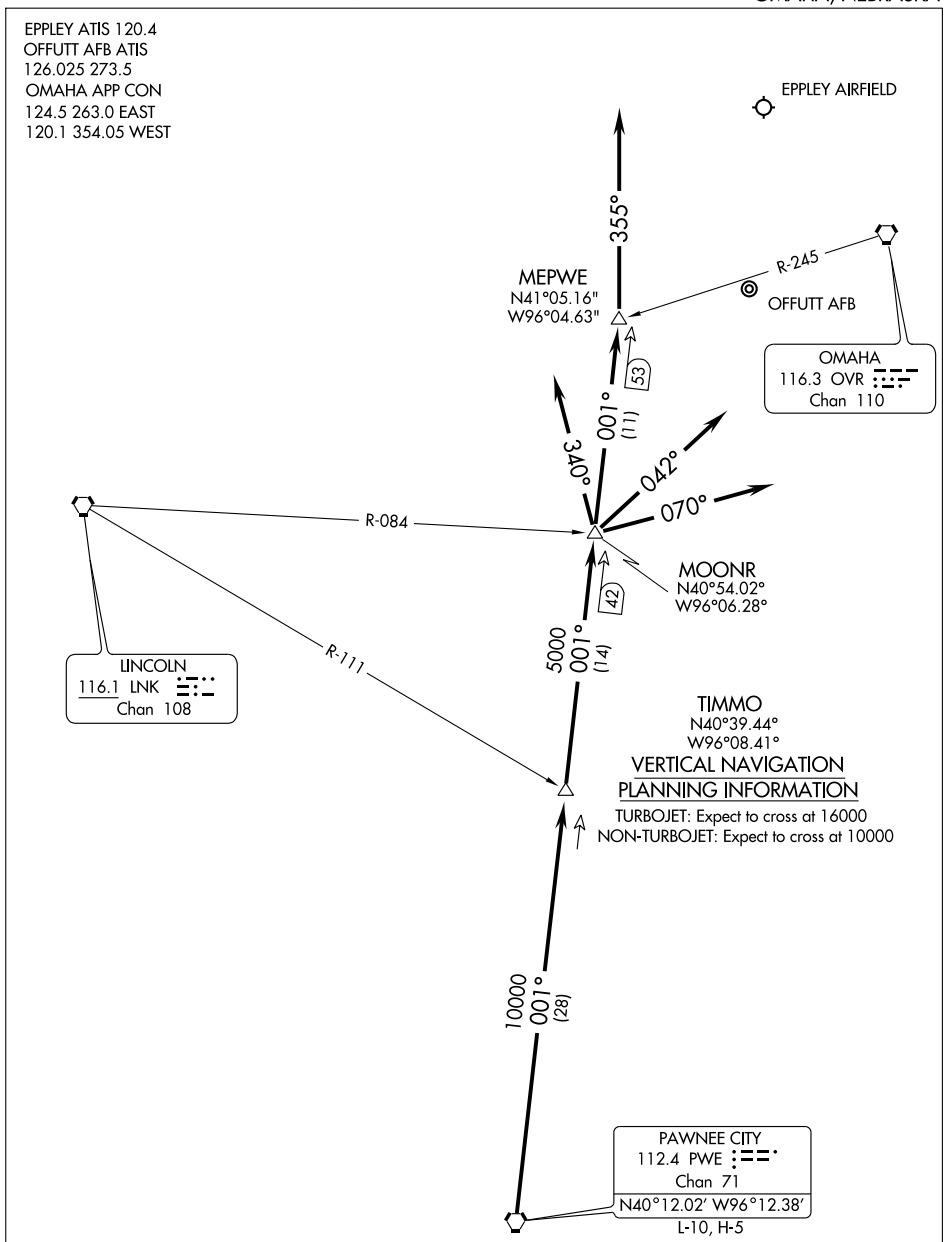
LANDING OFFUTT AFB:
Depart MARWI INT via heading 280°. Thence

. . . . Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 12

APCH CRS	Rwy ldg 10,700
124°	TDZE 1042
	Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

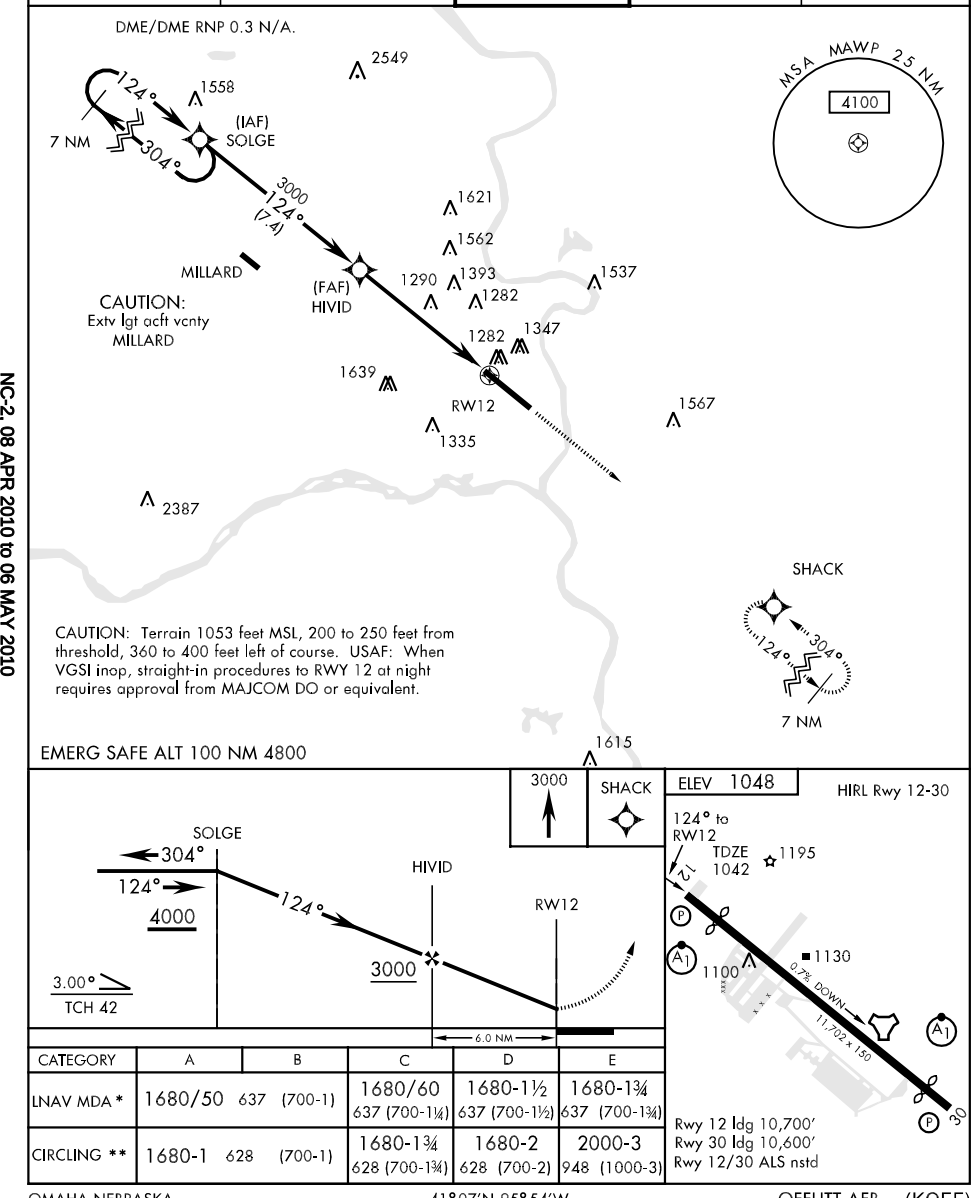
* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 3000 direct SHACK and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

DME/DME RNP 0.3 N/A.



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/50 637 (700-1)		1680/60 637 (700-1¼)	1680-1½ 637 (700-1½)	1680-1¾ 637 (700-1¾)
CIRCLING **	1680-1 628 (700-1)		1680-1¾ 628 (700-1¾)	1680-2 628 (700-2)	2000-3 948 (1000-3)

RNAV (GPS) RWY 30

APCH CRS	Rwy ldg 10,600
304°	TDZE 989
	Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 4000 direct SOLGE and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	

DME/DME RNP 0.3 N/A.

7 NM 124° 304° SOLGE

2549

MSA MAWP 25 NM
4100

1621
1562
1393
1537
1282
1329
1347
1639
1055
RW30
1335
1237
(FAF)
TERPS
1472
2300
304°
(7.4)
(IAF)
SHACK
304°
124°
7 NM
3049
1615

MILLARD

CAUTION:
Extv lgt acft vcnty
MILLARD

EMERG SAFE ALT 100 NM 4800

4000 SOLGE

SHACK
124°
304°
3000
TERPS
1.8 NM
to RW30
304°
RW30
2300
2.80°
TCH 56
4.2 NM

ELEV 1048
HIRL Rwy 12-30

1195
1100
1130
0.7% UP
11,702 x 150
304° to
TACAN
TDZE
989

CATEGORY	A	B	C	D	E
LNAV MDA *	1580/24	591 (600-½)	1580/50 591 (600-1)	1580/60 591 (600-1¼)	1580/1½ 591 (600-1½)
CIRCLING **	1580-1 528 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

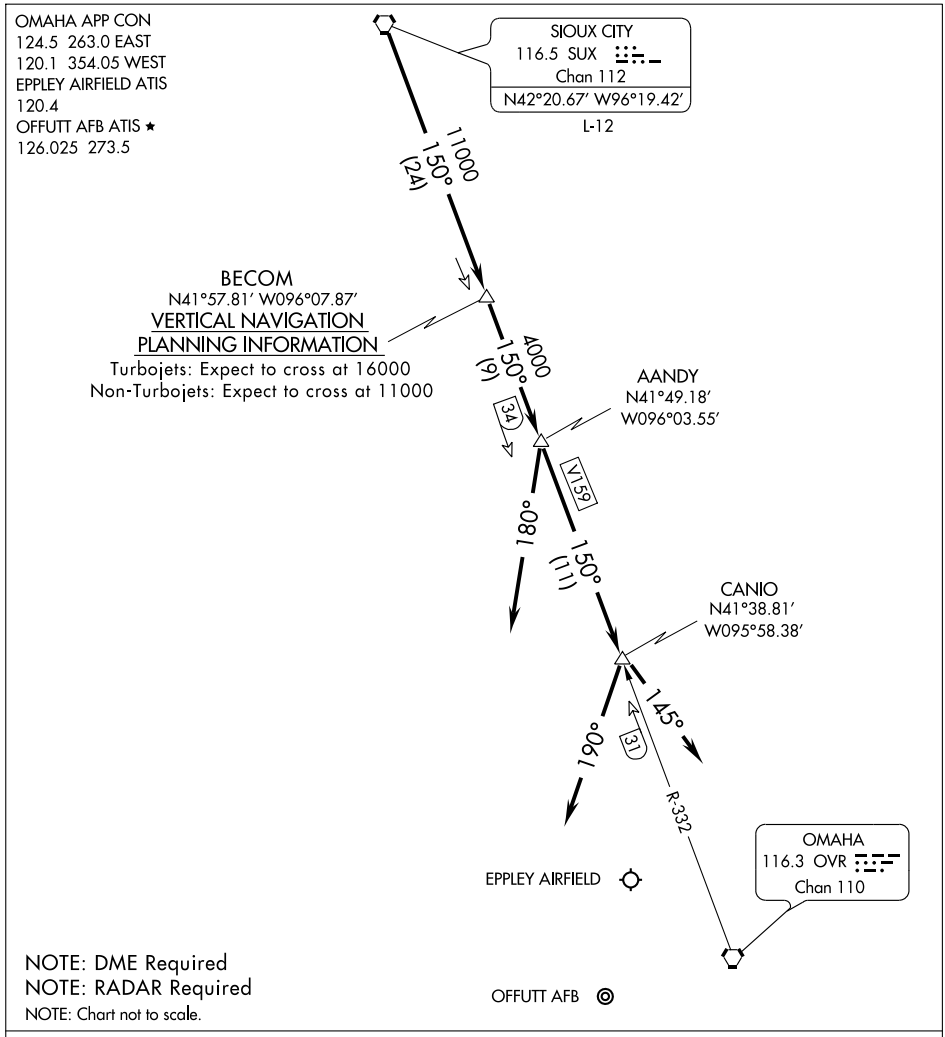
Rwy 12 ldg 10,700'
Rwy 30 ldg 10,600'
Rwy 12/30 ALS nstd

NC-2, 08 APR 2010 to 06 MAY 2010

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME. Thence

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME, Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other runways: fly heading 145° for RADAR vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 12

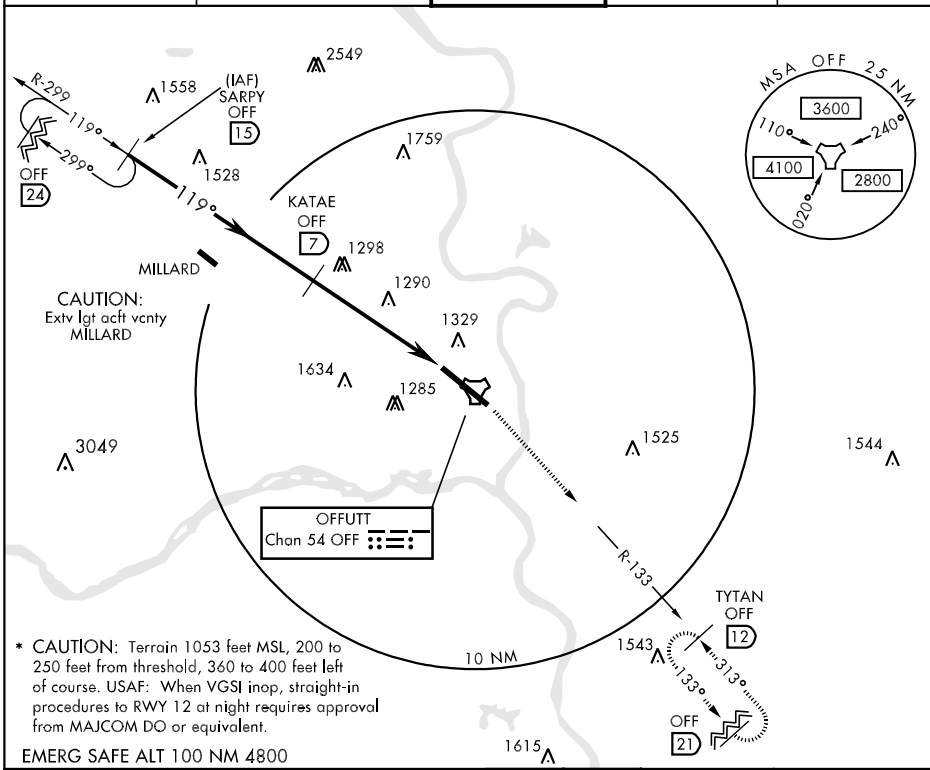
TACAN OFF Chan 54	APCH CRS 119°	Rwy ldg 10,700 TDZE 1042 Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

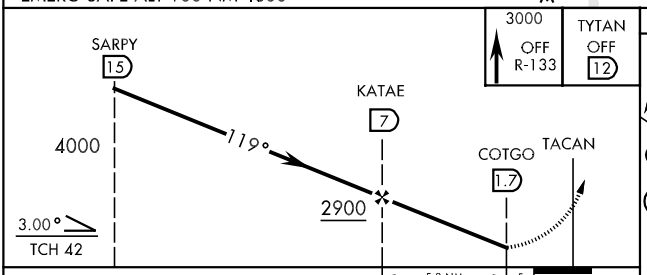
MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold.

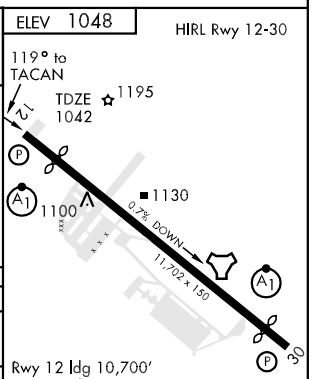
ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	



* CAUTION: Terrain 1053 feet MSL, 200 to 250 feet from threshold, 360 to 400 feet left of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-12 *	1680/50 637 (700-1)		1680/60 637 (700-1¼)	1680-1½ 637 (700-1½)	1680-1¾ 637 (700-1¾)
CIRCLING **	1680-1 628 (700-1)		1680-1¾ 628 (700-1¾)	1680-2 628 (700-2)	2000-3 948 (1000-3)

NC-2, 08 APR 2010 to 06 MAY 2010

TACAN RWY 30

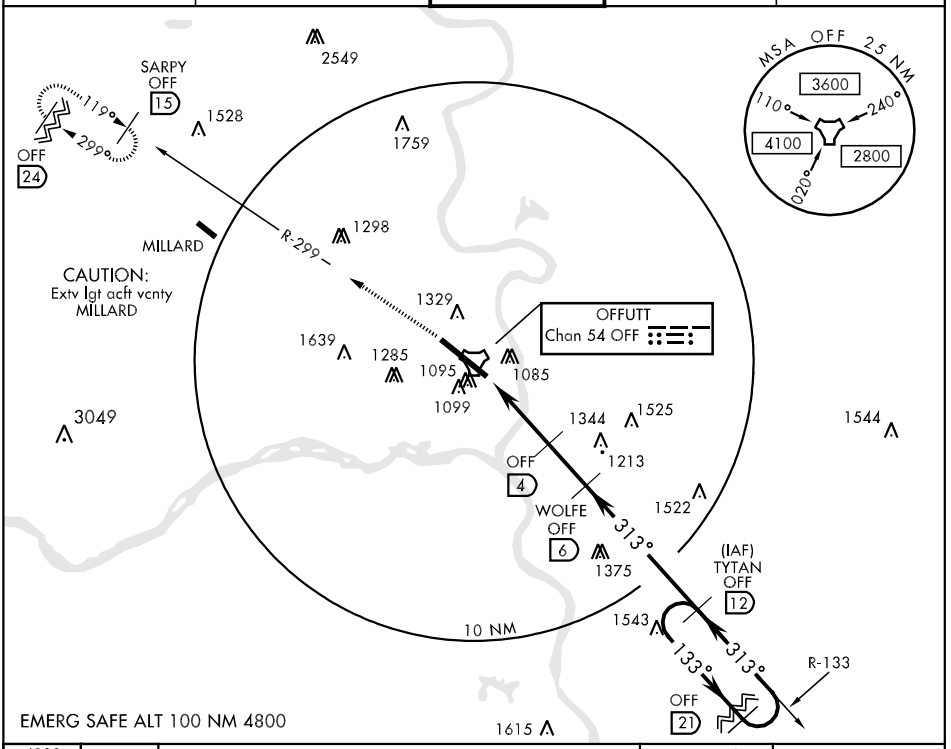
TACAN OFF Chan 54	APCH CRS 313°	Rwy ldg 10,600 TDZE 989 Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)

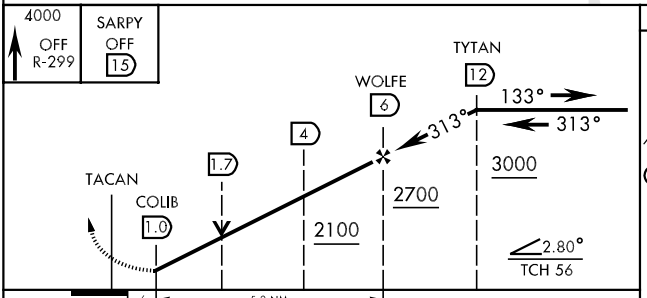
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE RVR/vis to 1½ miles.
** Circling not authorized N of Rwy 12-30.

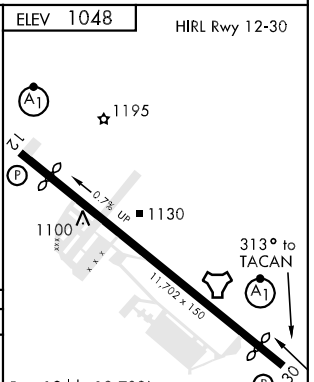
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

ATIS *	OMAHA APP CON	OFFUTT TOWER	GND CON	PAR
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4	







CATEGORY	A	B	C	D	E
S-30 *	1420/24 431 (400-½)		1420/40 431 (400-¾)	1420/50 431 (400-1)	
CIRCLING **	1560-1 508 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)

NC-2, 08 APR 2010 to 06 MAY 2010

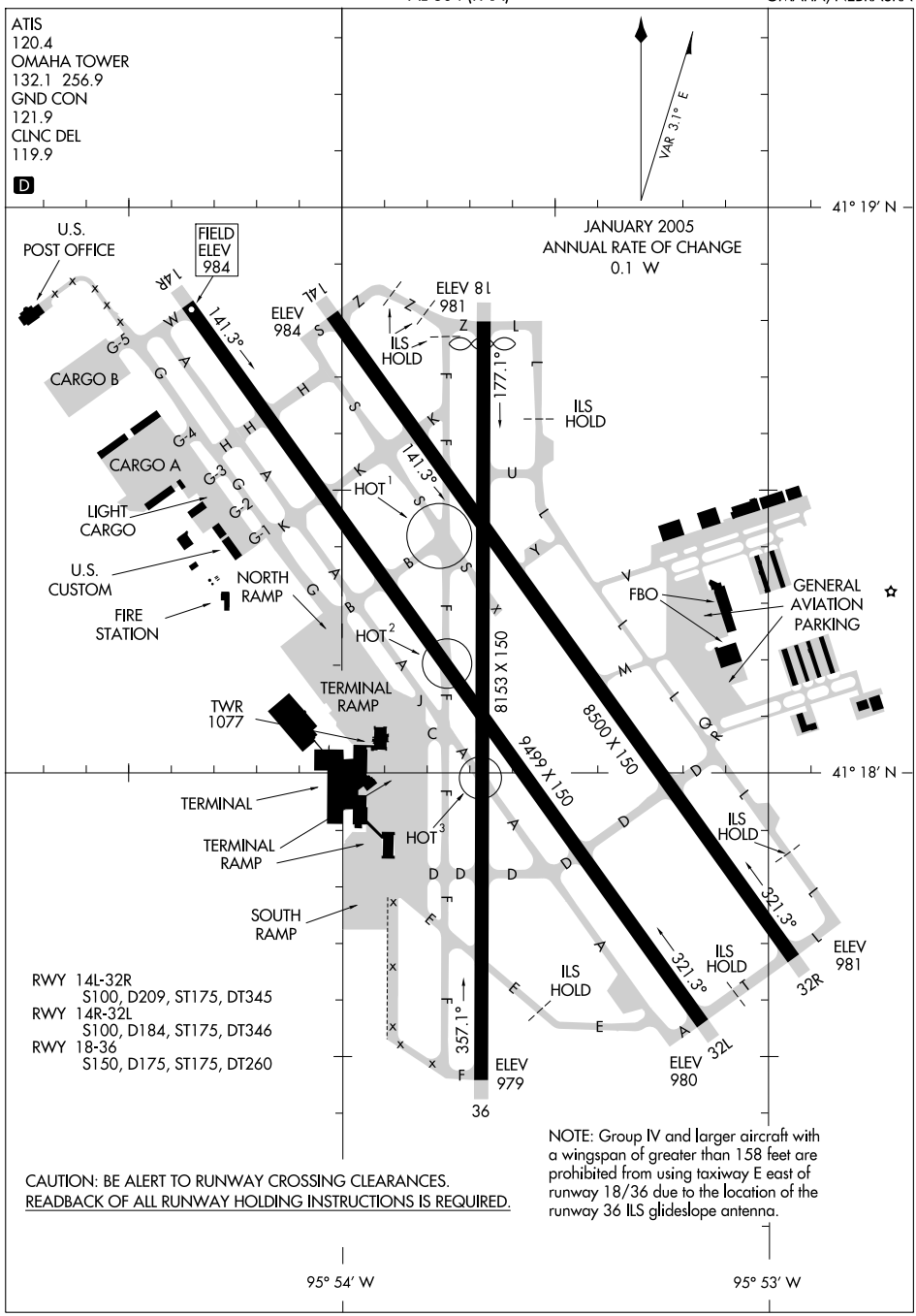
10042

AIRPORT DIAGRAM

AL-304 (FAA)

OMAHA/EPPLEY AIRFIELD (OMA)

OMAHA, NEBRASKA



RWY 14L-32R
S100, D209, ST175, DT345
RWY 14R-32L
S100, D184, ST175, DT346
RWY 18-36
S150, D175, ST175, DT260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NOTE: Group IV and larger aircraft with a wingspan of greater than 158 feet are prohibited from using taxiway E east of runway 18/36 due to the location of the runway 36 ILS glideslope antenna.

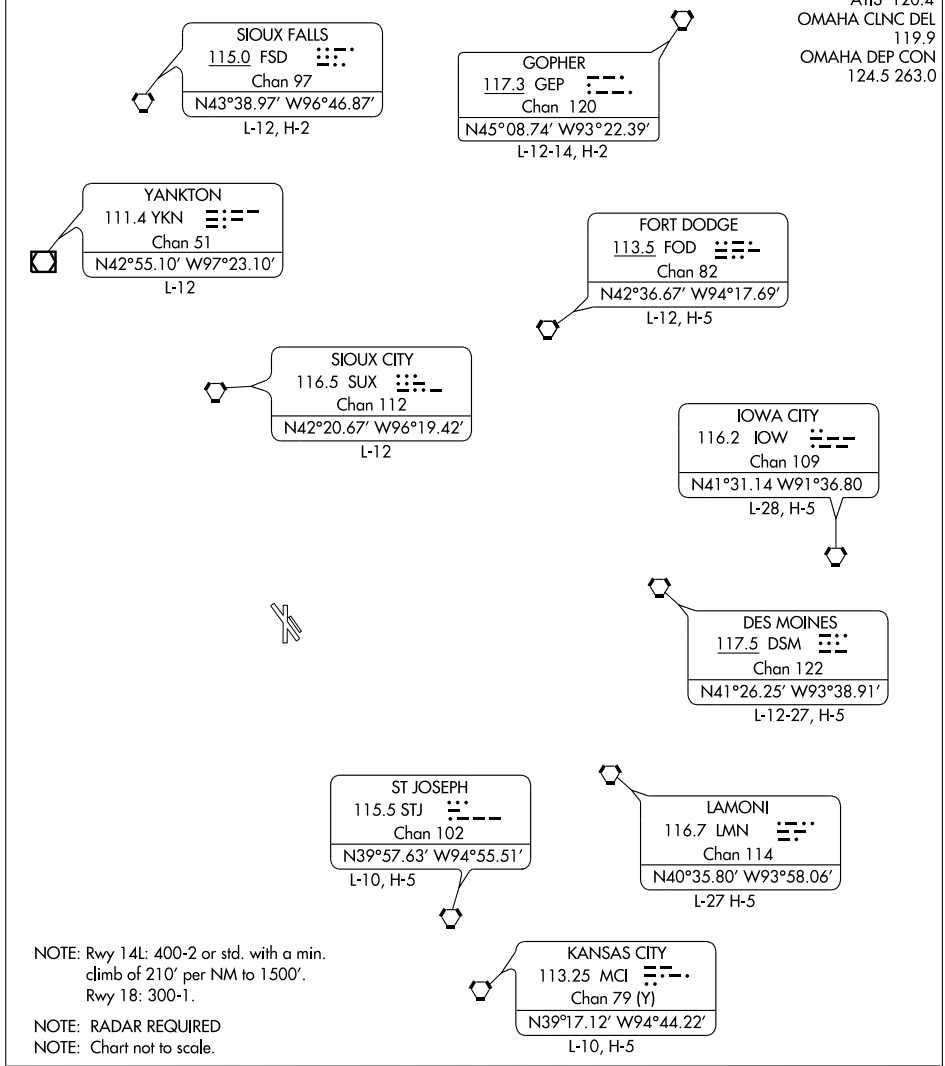
NC-2, 08 APR 2010 to 06 MAY 2010

BLUFS ONE DEPARTURE

SL-304 FAA)

OMAHA/ EPPLEY AIRFIELD (OMA)
OMAHA, NEBRASKA

ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
124.5 263.0



NOTE: Rwy 14L: 400-2 or std. with a min. climb of 210′ per NM to 1500′.
Rwy 18: 300-1.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000′. Turbojet aircraft maintain 5000′ or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

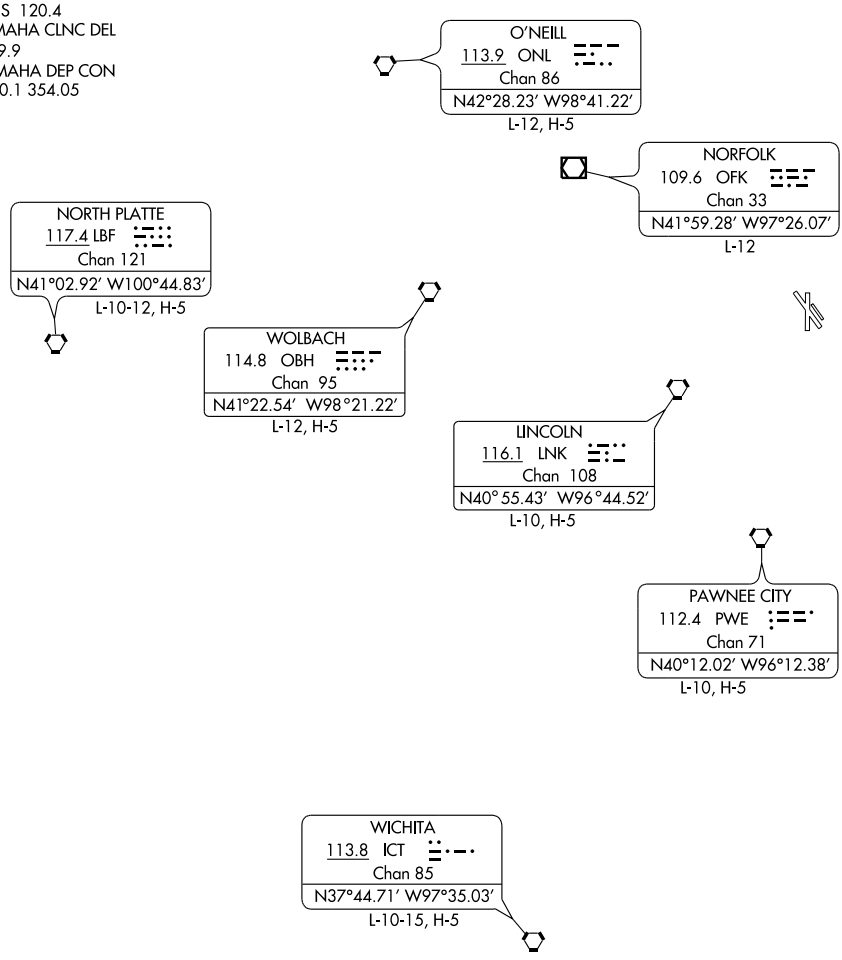
TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

NC-2, 08 APR 2010 to 06 MAY 2010

CATTL ONE DEPARTURE

SL-304 FAA)

ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
120.1 354.05



NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

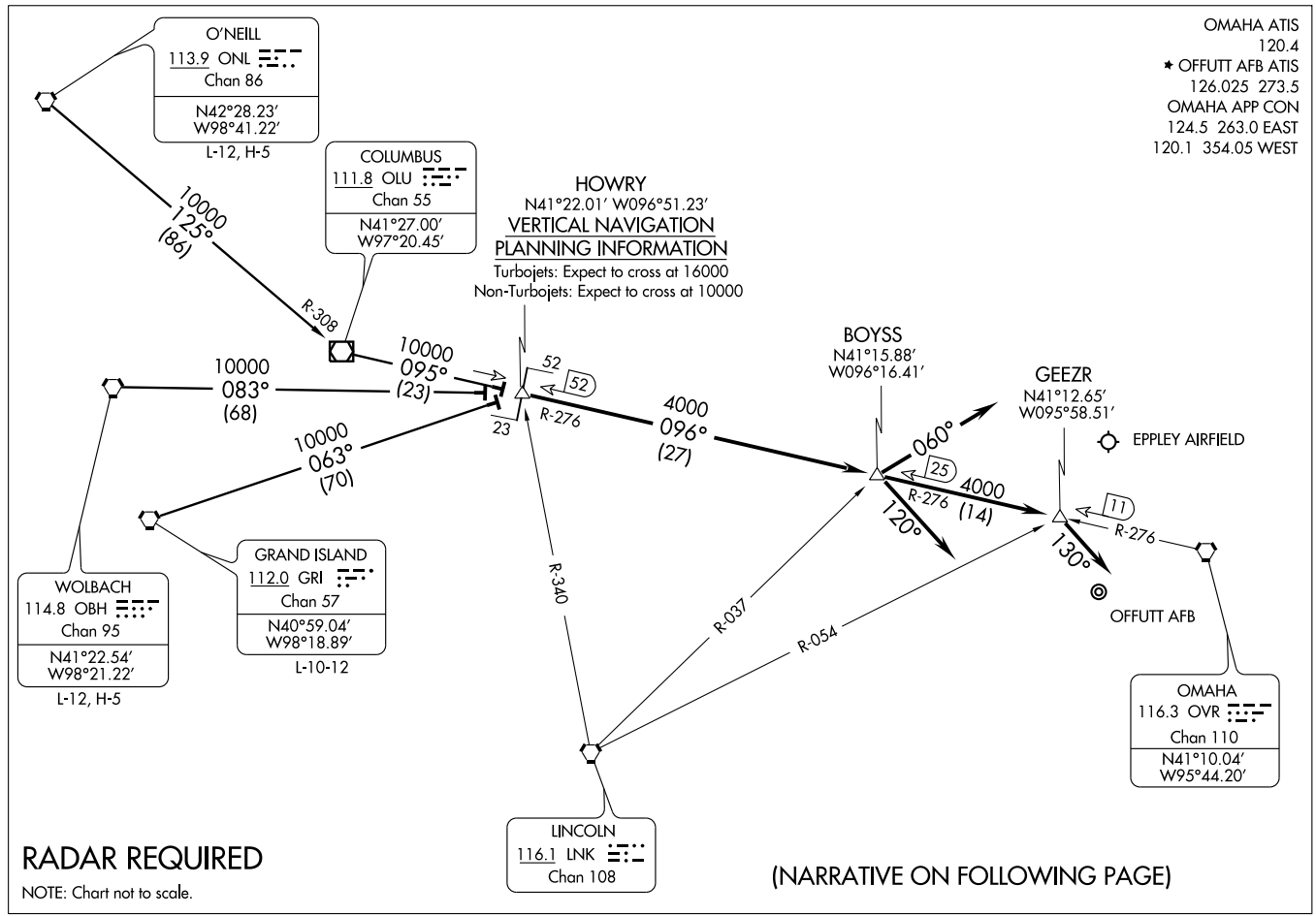
NOTE: Rwy 14L: 400-2 or std. with a min. climb of 210' per NM to 1500'.
Rwy 18: 300-1.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

NC-2, 08 APR 2010 to 06 MAY 2010



(HOWRY.HOWRY1) 07354

HOWRY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

HOWRY ONE ARRIVAL

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence

. . . . Landing Eppley Airfield:
Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.
Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:
Runway 12: Expect radar vectors to final approach course.
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RAY	APP CRS	Rwy Idg	8500
111.75	139°	TDZE	984
Chan 54 (Y)		Apt Elev	984

ILS or LOC/DME RWY 14L

OMAHA/ EPPLEY AIRFIELD (OMA)

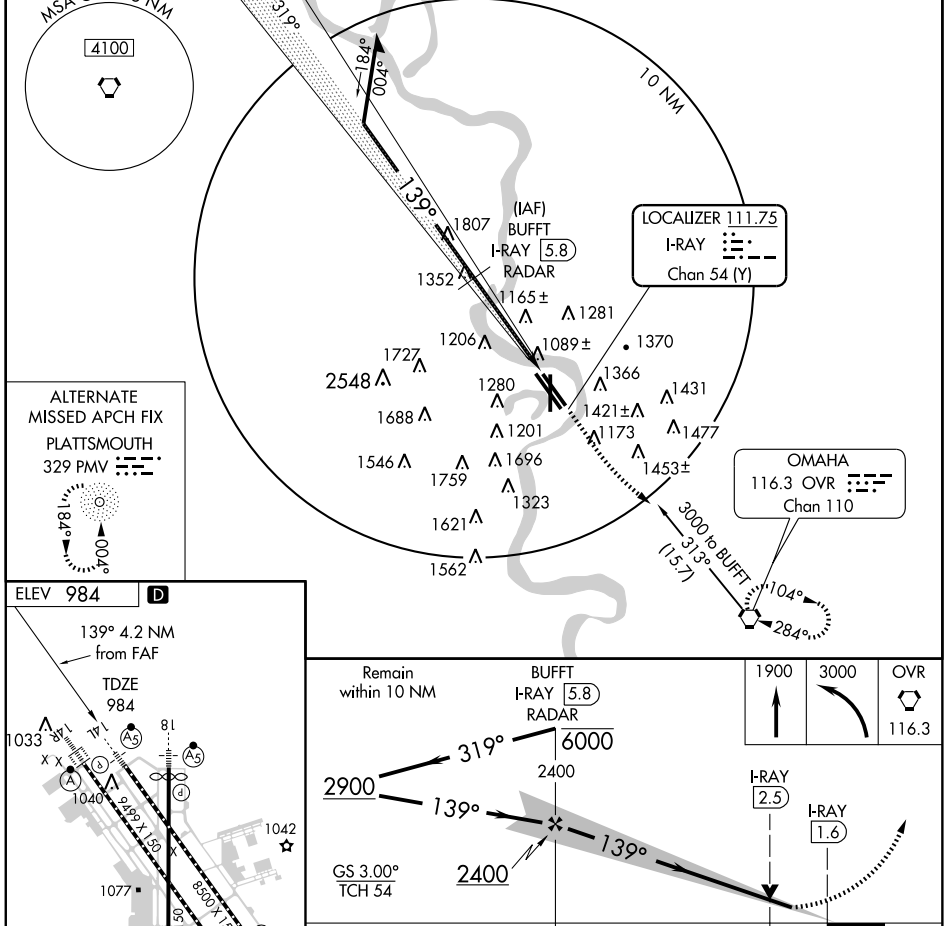
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
Disregard outer marker indication.

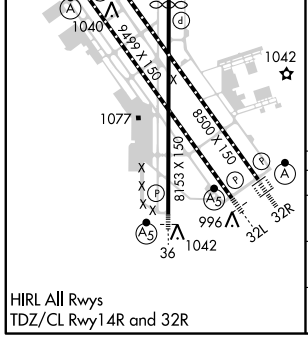
MALSR

MISSED APPROACH: Climb to 1900, then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 14L	*1184-24 200 (200-½)			
S-LOC 14L	1340-24 356 (400-½)			1340-40 356 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

HIRL All Rwys
TDZ/CL Rwy14R and 32R

NC-2, 08 APR 2010 to 06 MAY 2010

LOC I-OMA	APP CRS	Rwy Idg 9499 TDZE 984 Apt Elev 984
110.3	139°	

ILS or LOC/DME RWY 14R

OMAHA/EPPLEY AIRFIELD (OMA)

ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED

NOTE: Procedure Turn entry at GERFI (OM) LOM maximum altitude 6000'.

319° 184° 004° (IF) OTSEE OVR 22.1 RADAR 10 NM

2400 (6.3) 139° 1807 ZATAR OVR 15.9

LOM/IAF GERFI 320 OM

OVR 15.6 / RADAR

1352 FILER OVR 14.1 1099± 1281 1165± 1370 1727 1206 IM 1366 1280 2548 1431 1421±Λ 1477 1688 1201 1173 1759 1696 1453± 1546 1621 1323 1562

LOCALIZER 110.3 I-OMA

OMAHA 116.3 OVR Chan 110

MSA OVR 25 NM 4100

3100 to OM LOM 312° (15.6) 104° 284° R-104

LOM RIKKY 426 EN

ELEV 984 D

139° 4.2 NM from FAF

TDZE 984

1033 1040 1042 1077 996 36 1042

9499 X 150 8600 X 150 8153 X 150 14L 14R 8L 32L 32R

HIRL All Rwys TDZ/CL Rwy 14R and 32R

Remain within 10 NM

OM LOM OVR 15.6 /RADAR

319° 2900 ZATAR OVR 15.9

139° 2400 FILER OVR 14.1 *1800

GS 3.00° TCH 57

1.8 NM 2.2 NM 0.1

1900	3000	OVR
		116.3

IM OVR 11.7 * LOC only

CATEGORY	A	B	C	D
S-ILS 14R	1184/18 200 (200-½)			
S-LOC 14R	1360/24 376 (400-½)			1360/40 376 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-PPY	APP CRS	Rwy Idg	8013
110.9 Chan 46	175°	TDZE	981
		Apt Elev	984

ILS or LOC/DME RWY 18

OMAHA/EPPLEY AIRFIELD (OMA)

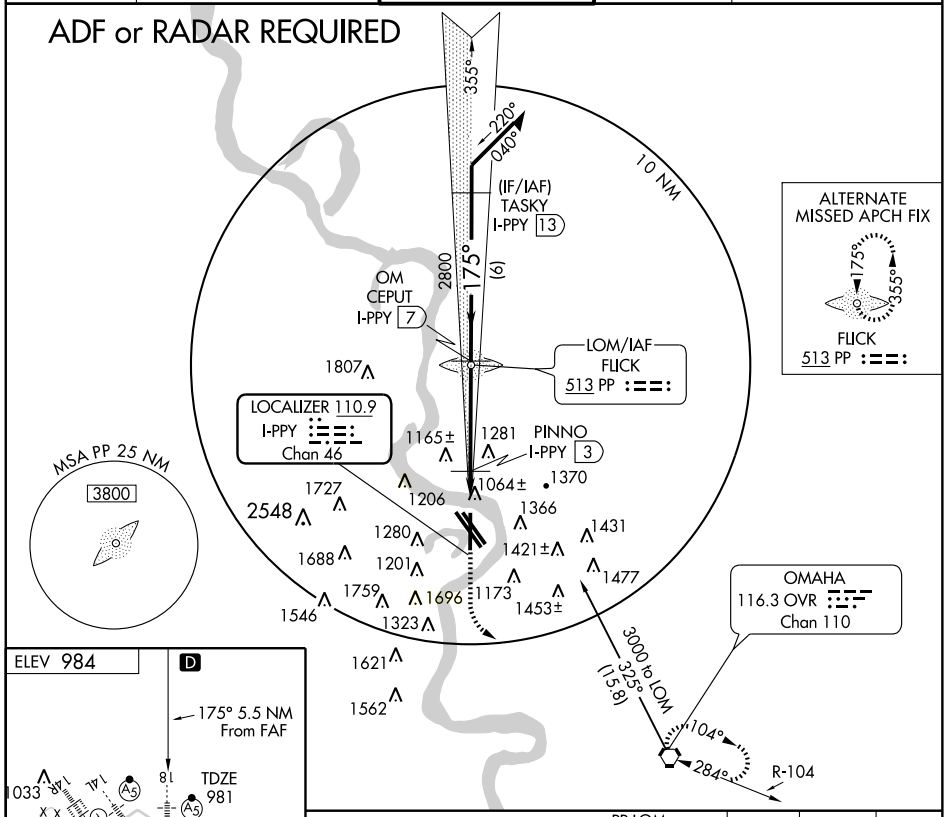
For inoperative MALSR, increase S-LOC 18 Cat D visibility to RVR 5000.
**S-ILS 18 RVR 1800 authorized with the use of FD or AP or HUD to DA.

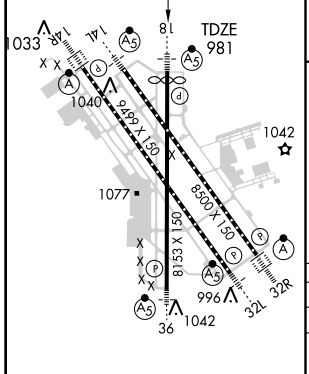
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.

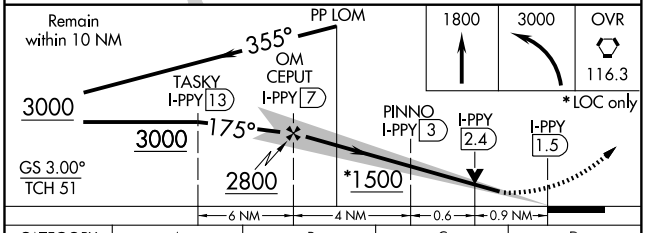
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF or RADAR REQUIRED





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 18**	1181/24 200 (200-½)			
S-LOC 18	1320/24 339 (400-½)			1320/40 339 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-ENF	APP CRS	Rwy Idg	9499
111.9	319°	TDZE	980
		Apt Elev	984

ILS or LOC RWY 32L

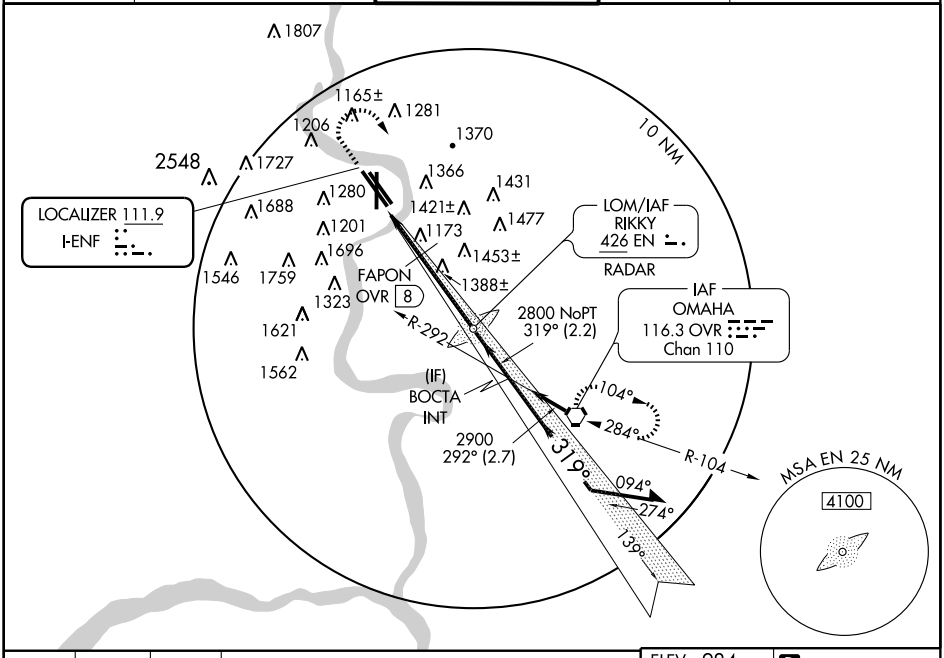
OMAHA/EPPLEY AIRFIELD (OMA)

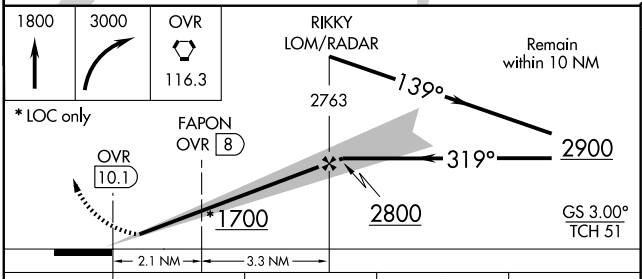
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

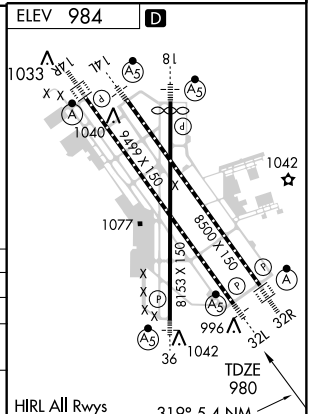
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
S-ILS 32L	**1180/24 200 (200-½)			
S-LOC 32L	1700/24 720 (800-½)		1700-1½ 720 (800-1½)	1700-1¾ 720 (800-1¾)
CIRCLING	1700-1 716 (800-1)		1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)
FAPON FIX MINIMUMS				
S-LOC 32L	1620/24 640 (700-½)		1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

ILS or LOC RWY 32R

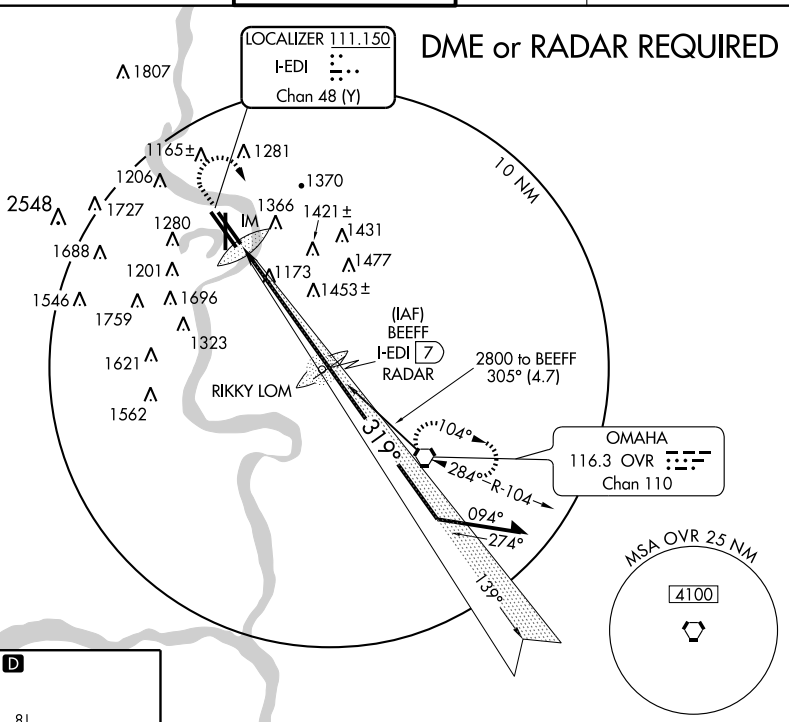
OMAHA/EPPLEY AIRFIELD (OMA)

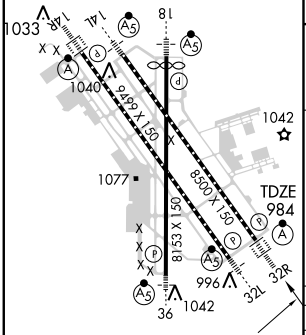
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

DME or RADAR REQUIRED

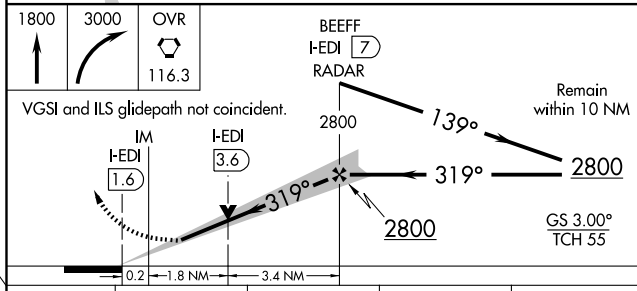




HIRL All Rwys
TDZ/CL Rwy 14R and 32R

319° 5.5 NM from FAF

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 32R	1184/18 200 (200-½)			
S-LOC 32R	1680/24 696 (700-½)		1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1680-1 696 (700-1)		1680-2 696 (700-2)	1680-2¼ 696 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-OMA	APP CRS	Rwy Idg 9499
110.3	139°	TDZE 984
		Apt Elev 984

ILS RWY 14R (CAT II)

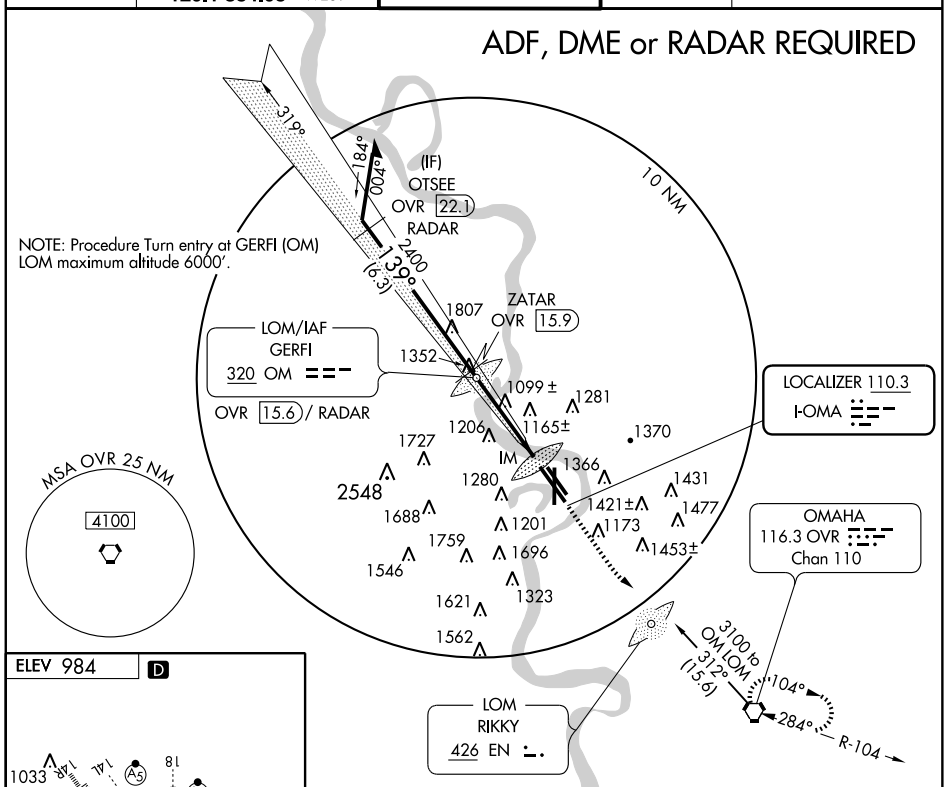
OMAHA/EPPLEY AIRFIELD (OMA)

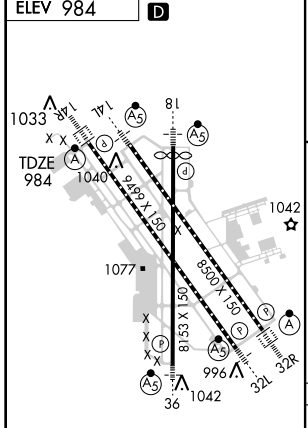
ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

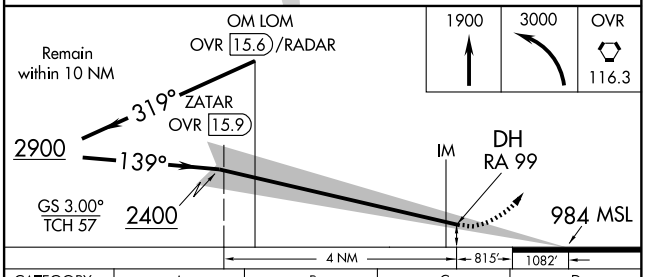
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 14R	RA 99/12 100 DA 1084			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2. 08 APR 2010 to 06 MAY 2010

LOC I-OMA	APP CRS	Rwy Idg 9499
110.3	139°	TDZE 984
		Apt Elev 984

ILS RWY 14R (CAT III)

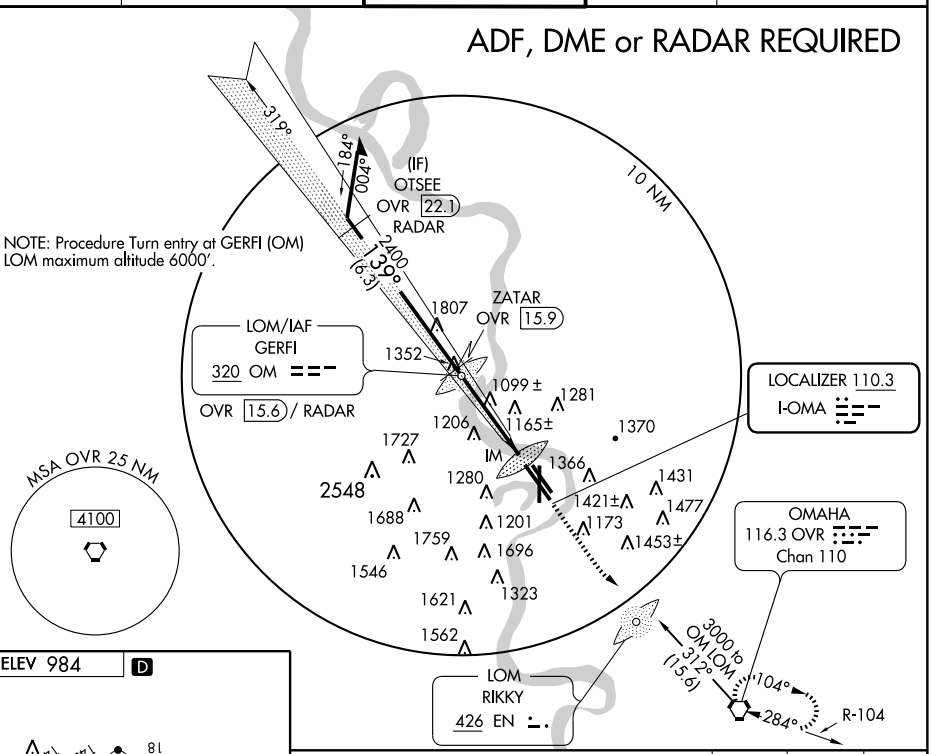
OMAHA/EPPLEY AIRFIELD (OMA)

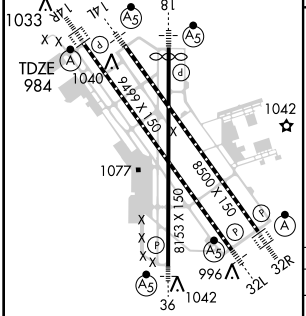
ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

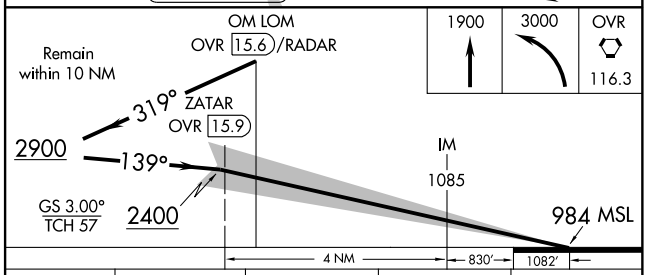
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 14R	CAT IIIa	RVR 07		
S-ILS 14R	CAT IIIb	RVR 06		
S-ILS 14R	CAT IIIc	NA		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

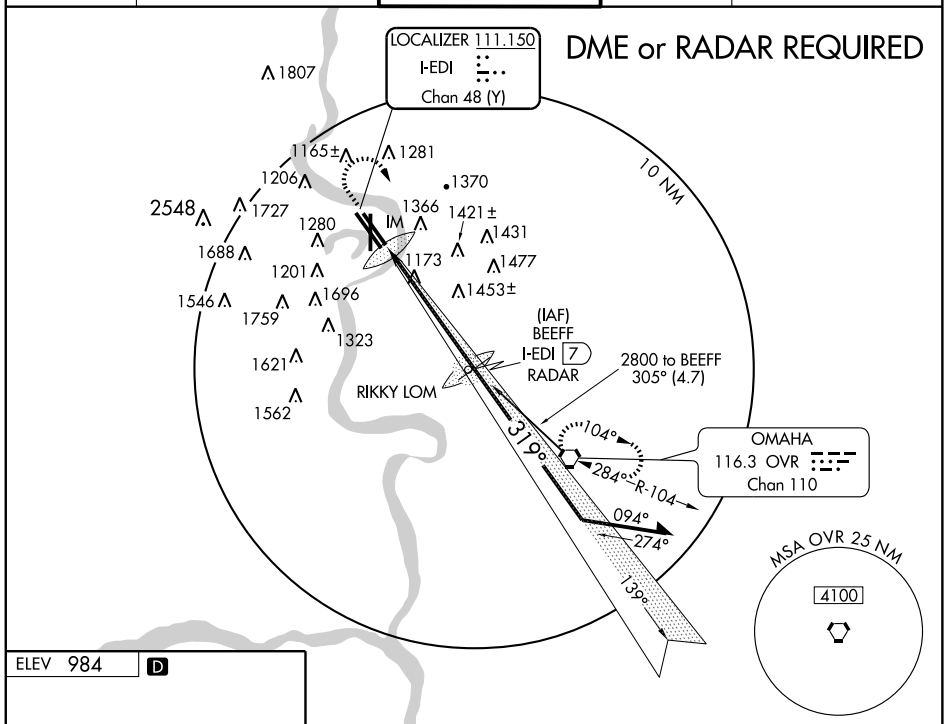
ILS RWY 32R (CAT II)

OMAHA/ EPPLEY AIRFIELD (OMA)

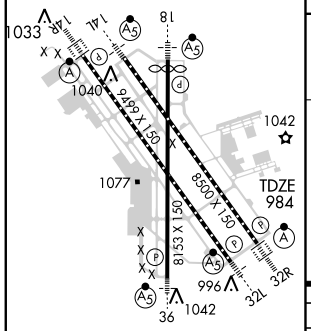
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

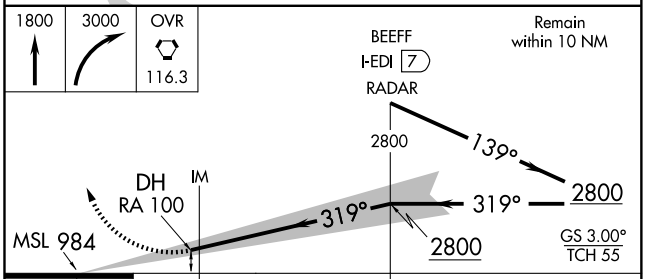
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



ELEV 984 D



HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 32R	RA 100/12 100 DA 1084			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 08 APR 2010 to 06 MAY 2010

OMAHA, NEBRASKA

AL-304 (FAA)

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

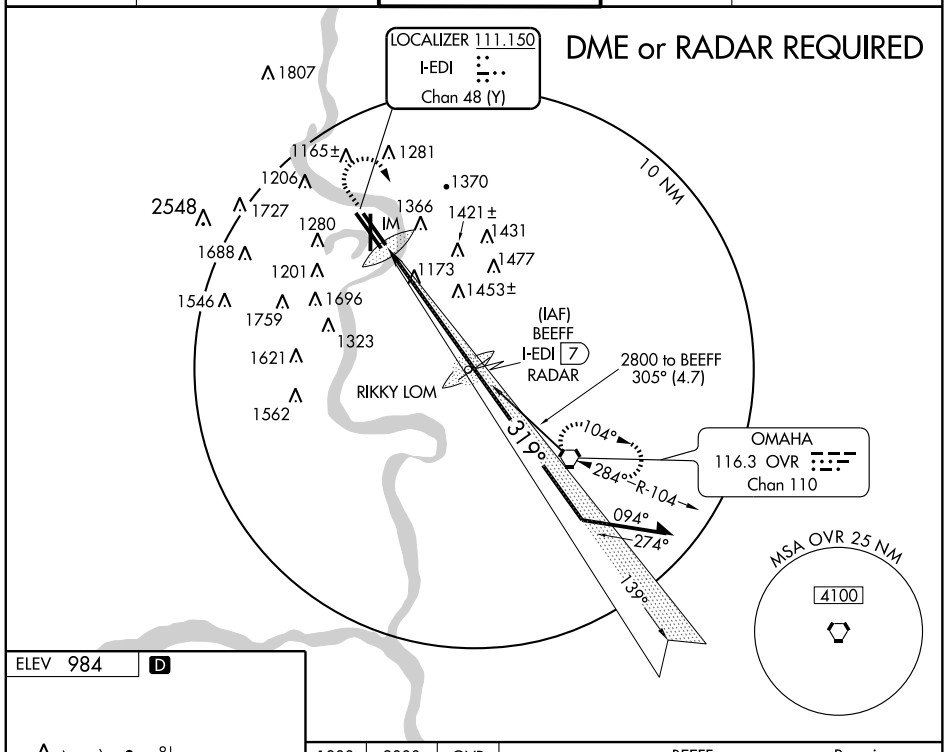
ILS RWY 32R (CAT III)

OMAHA/ EPPLEY AIRFIELD (OMA)

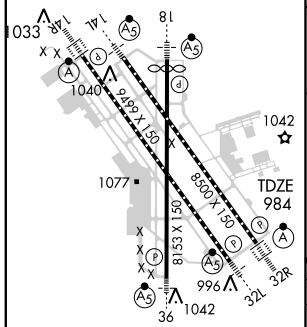
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

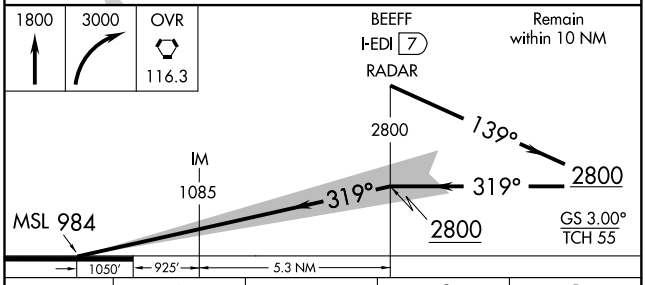
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



ELEV 984 D



HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 32R		CAT IIIa	RVR 07	
S-ILS 32R		CAT IIIb	RVR 06	
S-ILS 32R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-OGN	APP CRS	Rwy Idg	8153
110.7	355°	TDZE	979
Chan 44		Apt Elev	984

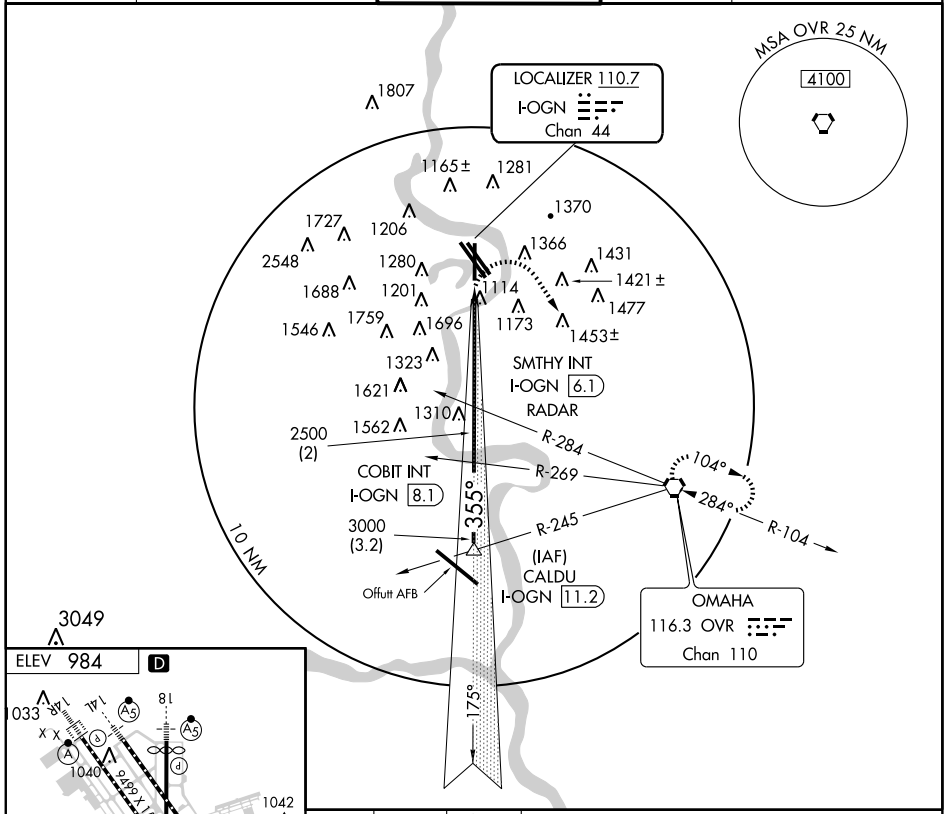
ILS RWY 36

OMAHA/EPPLEY AIRFIELD (OMA)

MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

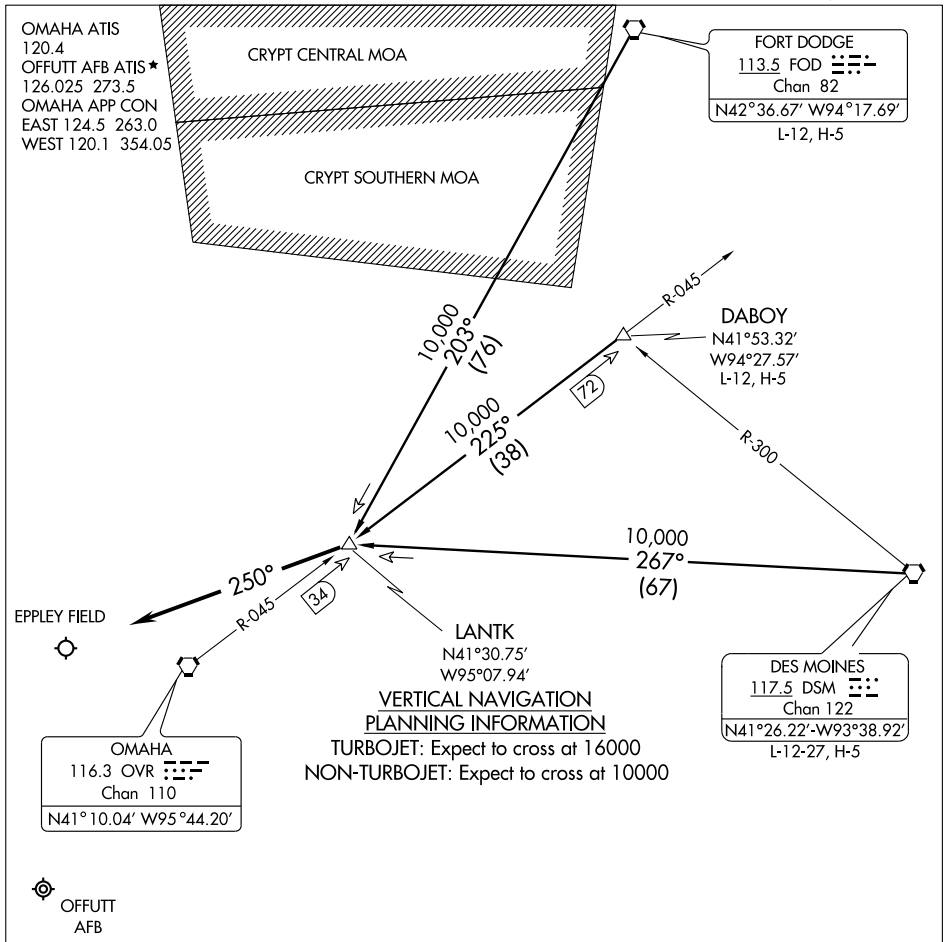
CATEGORY	A	B	C	D
S-ILS 36		1179-½	200 (200-½)	
S-LOC 36	1380-½	401 (400-½)	1380-¾	401 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



Note: Chart not to scale.

RADAR REQUIRED

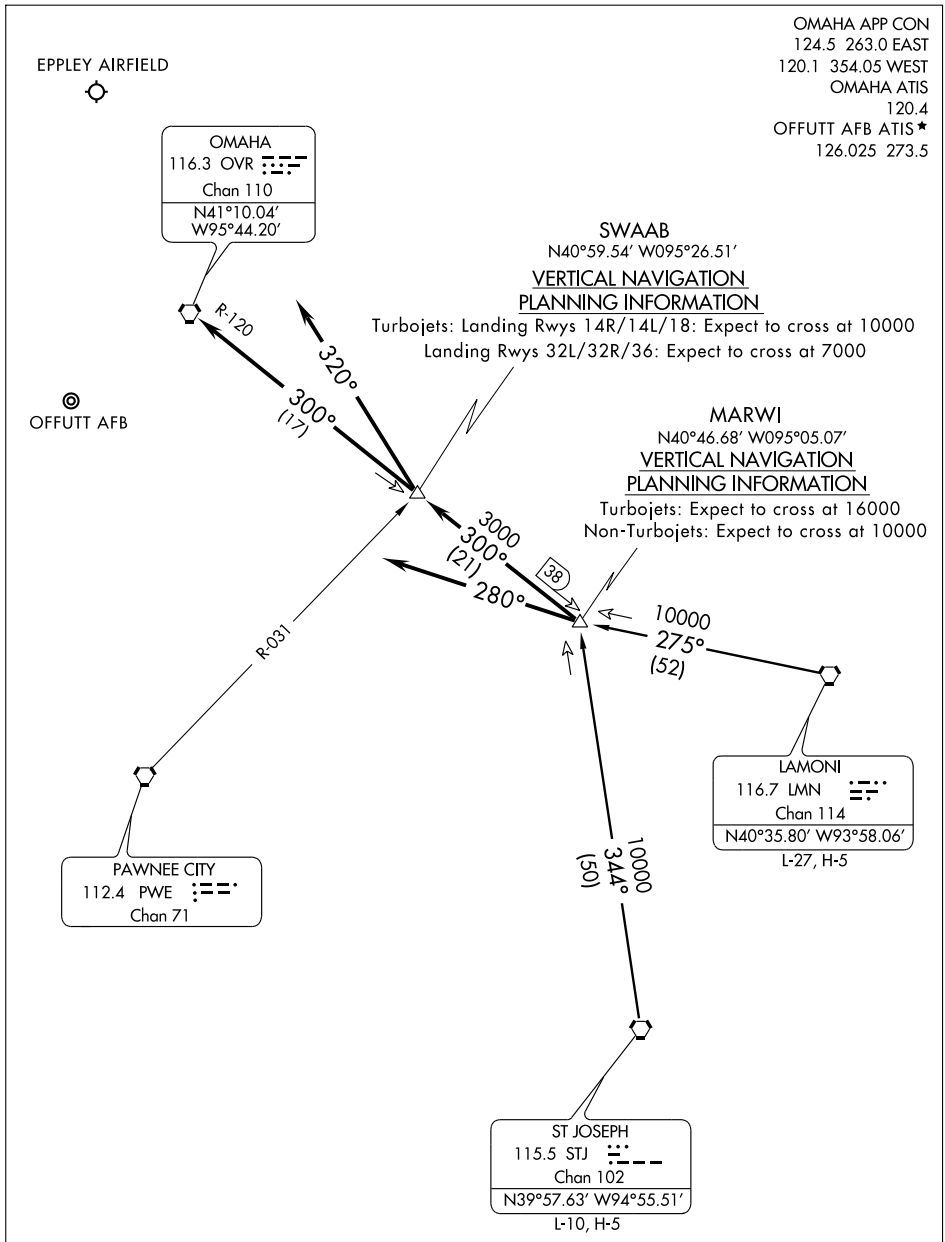
FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

MARWI ONE ARRIVAL



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.
ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:
Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence
Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence

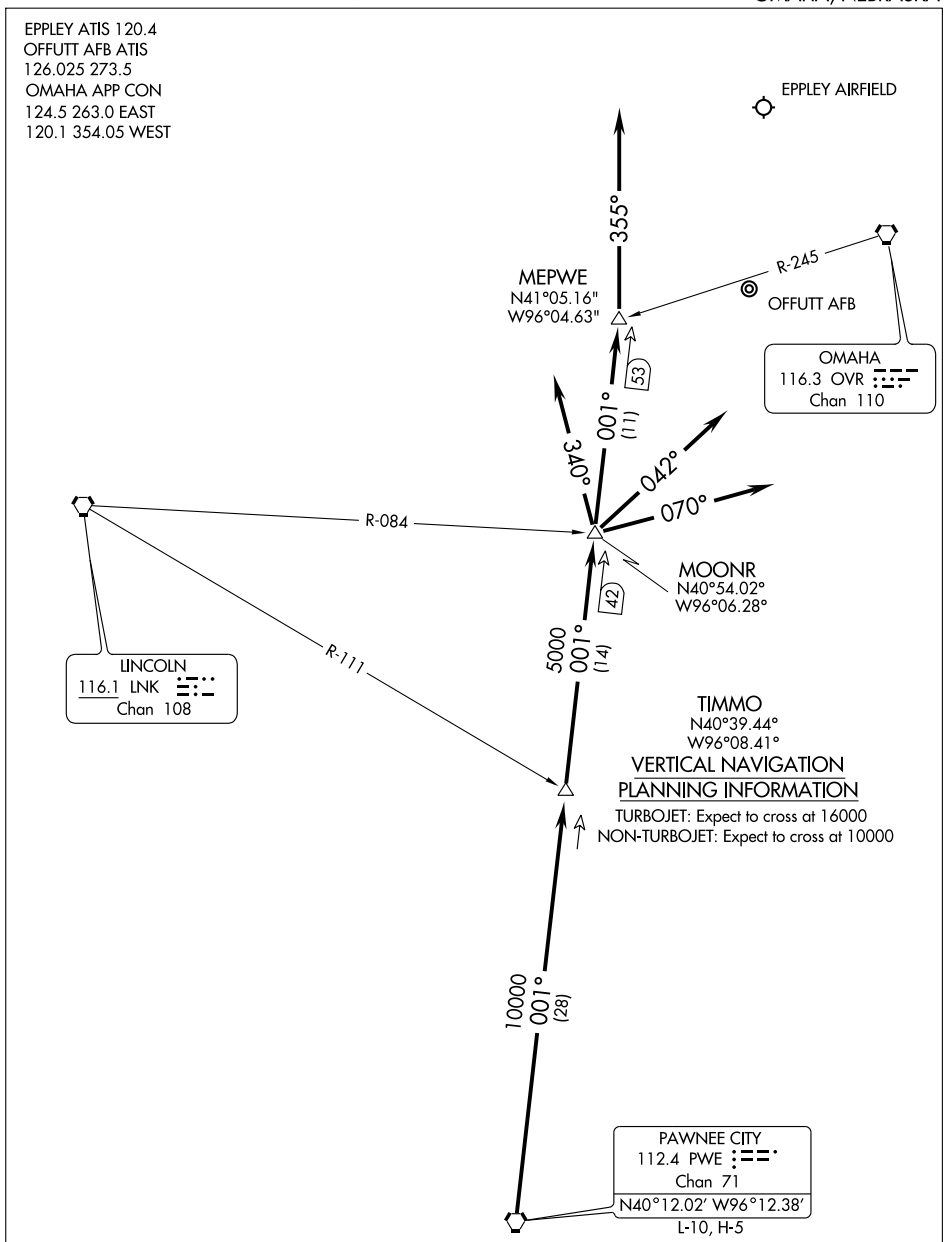
LANDING OFFUTT AFB:
Depart MARWI INT via heading 280°. Thence

. . . . Expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 08 APR 2010 to 06 MAY 2010

PAWNEE CITY ONE ARRIVAL

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS Ch 56699 W14B	APP CRS 139°	Rwy Idg 8500 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 14L

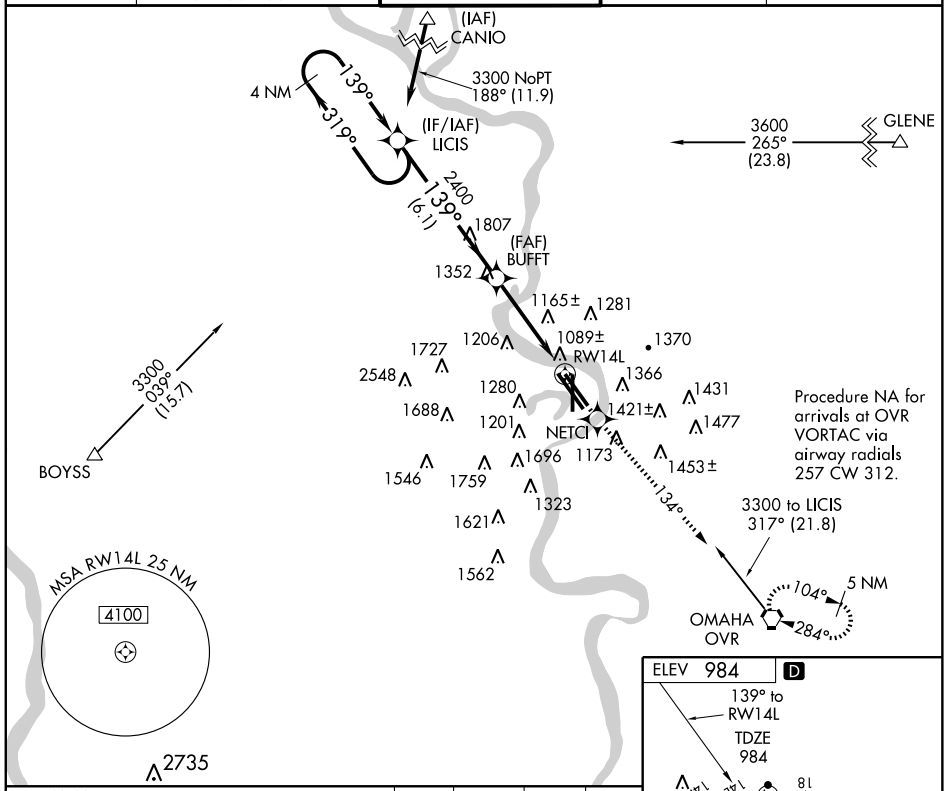
OMAHA/EPPLEY FIELD (OMA)

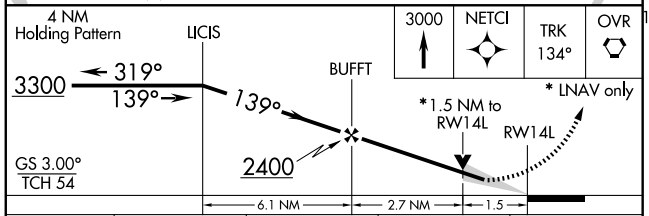
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

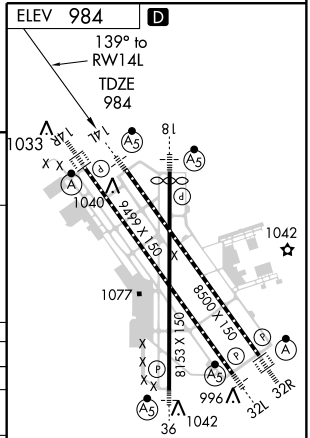
MISSED APPROACH: Climb to 3000 direct NETCI and via 134° track to OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9





CATEGORY	A	B	C	D
LPV DA	1273-24 289 (300-½)			
LNAV/VNAV DA	1521-60 537 (600-1¼)			
LNAV MDA	1520-24 536 (600-½)		1520-50 536 (600-1)	1520-60 536 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)



HIRL All Rwys
TDZ/CL Rwys 14R and 32R

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 56217 W14A	APP CRS 139°	Rwy Idg 9499 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 14R

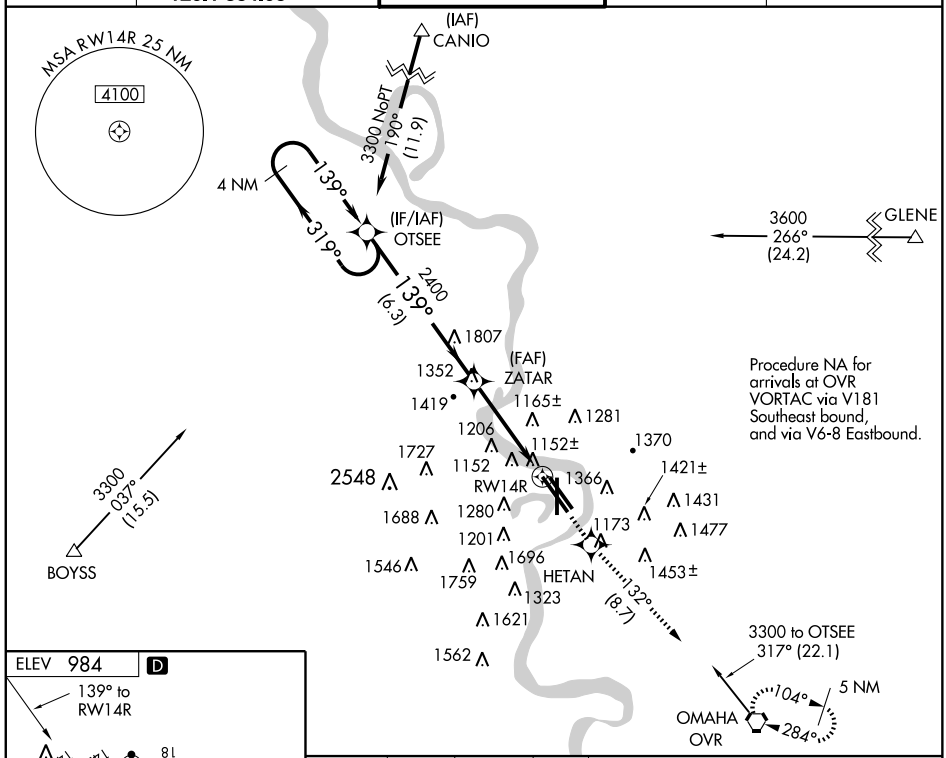
OMAHA/ EPPLEY AIRFIELD (OMA)

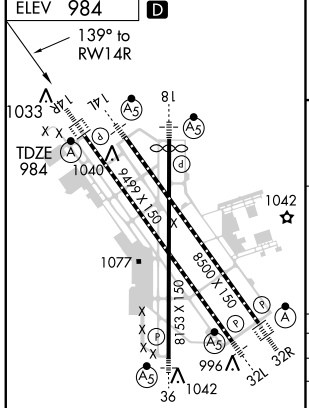
Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.

ALSF2

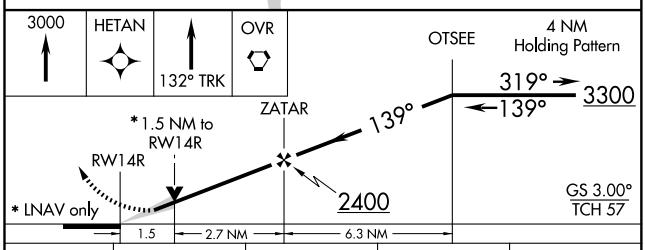
MISSED APPROACH: Climb to 3000 direct HETAN and via 132° track to OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
LPV DA	1273/24 289 (300-½)			
LNAV/ VNAV DA	1471/60 487 (500-1¼)			
LNAV MDA	1500/24 516 (600-½)		1500/50 516 (600-1)	1500/60 516 (600-1¼)
CIRCLING	1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 65617 W18A	APP CRS 175°	Rwy Idg 8013 TDZE 981 Apt Elev 984

RNAV (GPS) RWY 18

OMAHA/EPPLEY AIRFIELD (OMA)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CIVIV and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

(IAF) CANIO
3000 NoPT
152° (9.2)
4 NM
175°
355°
(IF/IAF) TASKY
2800
175° (6)
(FAF) CEPUT
1807
1459±
3000
077°
(19.8)
KENAR
3600
275°
(17.8)
GLENE
MSA RW18 25 NM
3900
LNAV/VNAV
Fly visual
175° 2 NM
1165±
1281
1319±
1370
1727
1206
RW18
2548
1280
1366
1688
1201
1421±
1431
1759
1696
1173
1477
1546
1453±
1323
1621
1562
Procedure NA for arrivals at OVR VORTAC via V172 Eastbound and V307 Southeast bound.
3000 to TASKY
336°
(21.4)
OMAHA OVR

MISSED APCH FIX
CIVIV
355°
175°
5 NM

ELEV 984
D
175° to RW18
TDZE
981
1033
1040
1042
1077
9499 X 150
8500 X 150
8153 X 150
996
1042
14R
32R
36
HIRL All Rwys
TDZ/CL Rwy 14R and 32R

4 NM Holding Pattern
3000
355°
175°
TASKY
CEPUT
*1.7 NM to RW18
LNAV/VNAV
Fly visual
175° 2 NM
2800
RW18
GS 3.00°
TCH 51
*LNAV only
6 NM
3.8 NM
1.7
3000
CIVIV

CATEGORY	A	B	C	D
LPV DA	1261-24 280 (300-½)			
LNAV/VNAV DA	1681-2 700 (700-2)			1681-2¼ 700 (700-2¼)
LNAV MDA	1580/24 599 (600-½)		1580/50 599 (600-1)	1580/60 599 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 60917 W32A	APP CRS 319°	Rwy Idg 9499 TDZE 980 Apt Elev 984

RNAV (GPS) RWY 32L

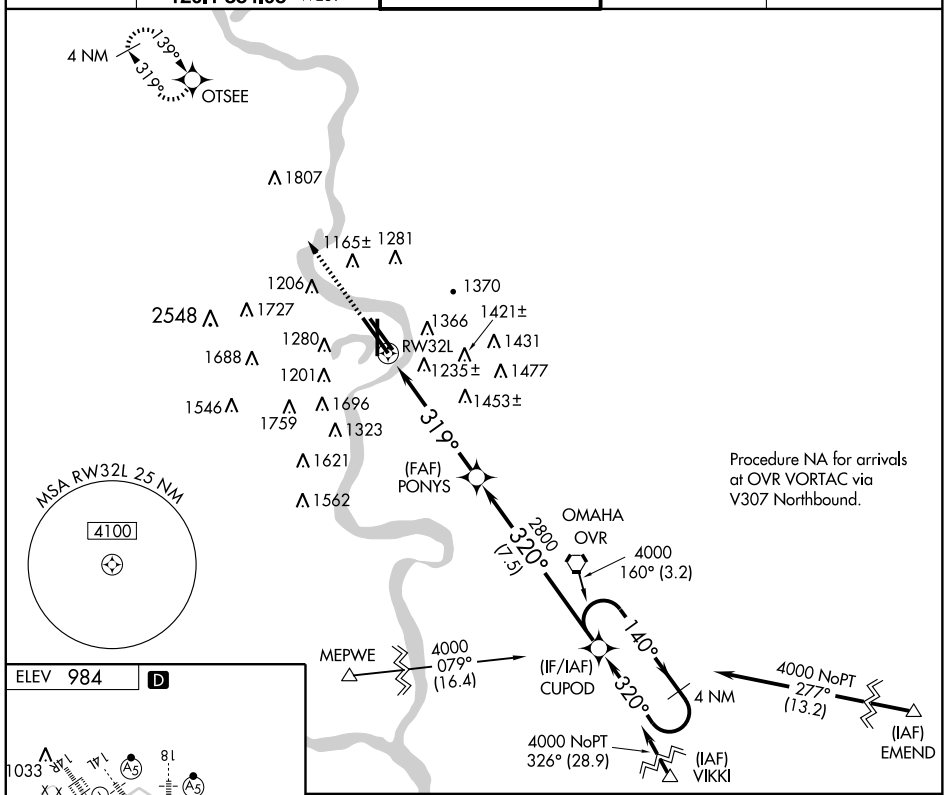
OMAHA/EPPLEY FIELD (OMA)

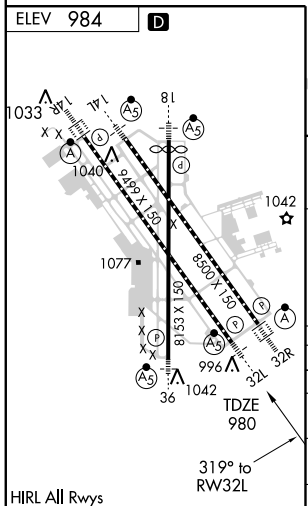
Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.

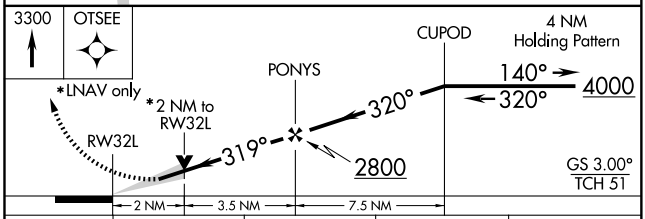
MALSR

MISSED APPROACH: Climb to 3300 direct OTSEE and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
LPV DA	1277-24 297 (300-½)			
LNAV/VNAV DA	1683-2 703 (700-2)			
LNAV MDA	1680/24 700 (700-½)		1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING	1680-2½ 696 (700-2½)		1720-2½ 736 (800-2½)	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch 90599 W32B	APP CRS 319°	Rwy Idg 8500 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 32R

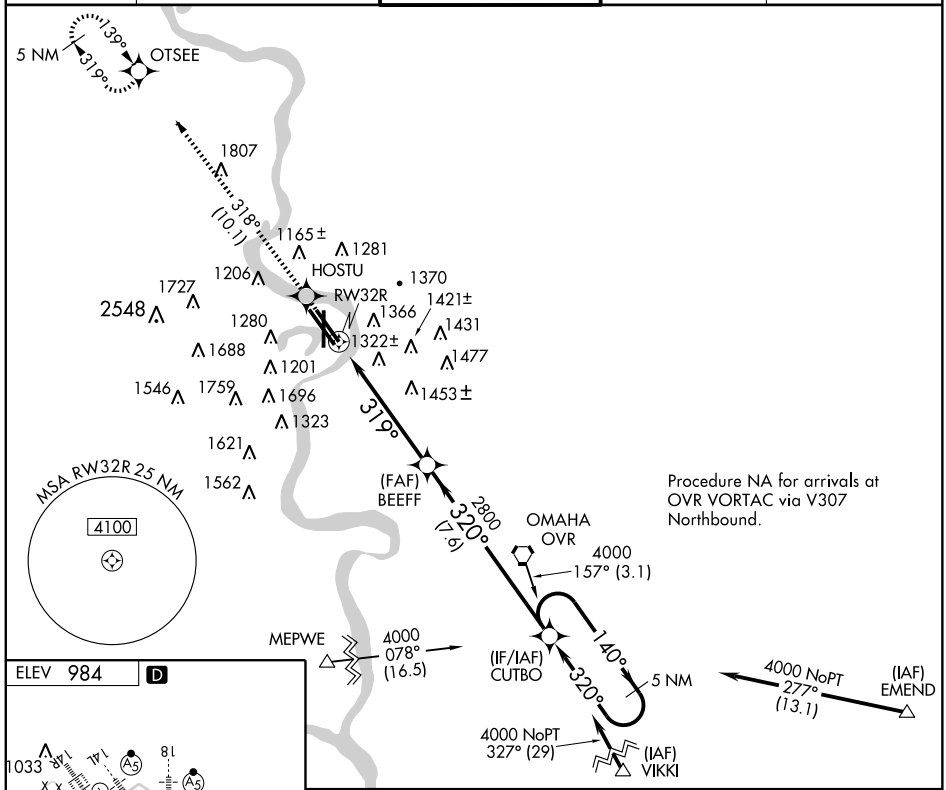
OMAHA/EPPLEY FIELD (OMA)

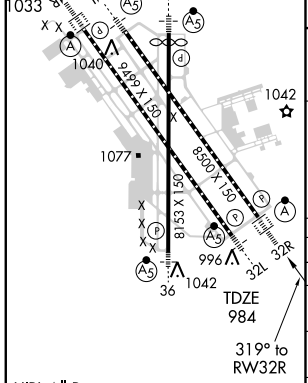
Baro-VNAV NA below -16°C (4°F). For inoperative ALSF, increase LPV visibility all Cats. to RVR 6000.
DME/DME RNP-0.3 NA.

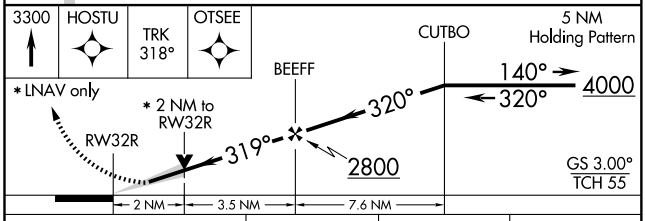
ALSF

MISSED APPROACH: Climb to 3300 direct HOSTU and via 318° track to OTSEE and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
LPV DA	1326/40 342 (400-¾)			
LNAV/VNAV DA	1690-2 706 (800-2)			
LNAV MDA	1680/24 696 (700-½)		1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1700-2½ 716 (800-2½)			

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS Ch **70317** W36A	APP CRS **355°**	Rwy Idg **8153** TDZE **979** Apt Elev **984**

RNAV (GPS) RWY 36

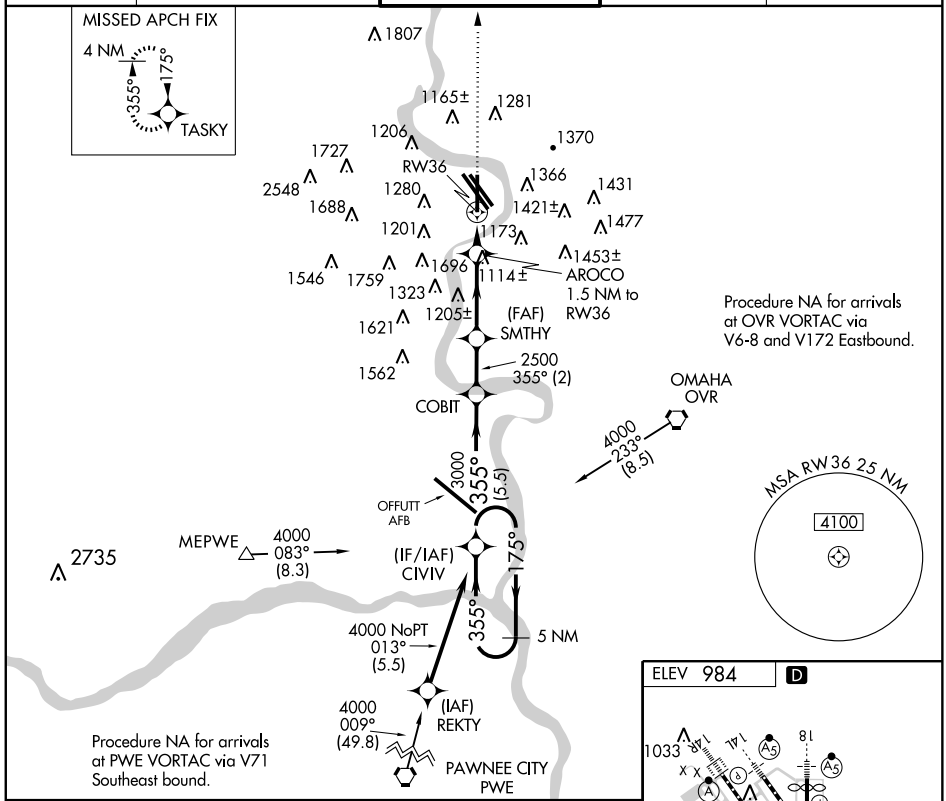
OMAHA/EPPLEY AIRFIELD (OMA)

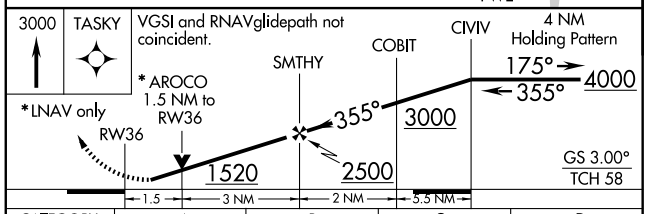
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cats. A and B visibility to 1 mile. Inoperative table does not apply to LPV.

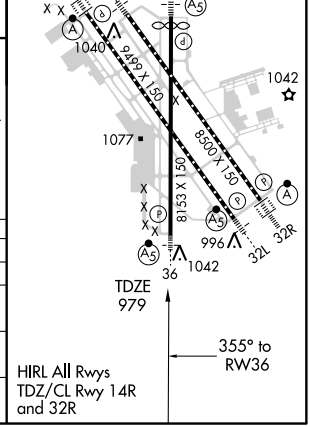
MALSR

MISSED APPROACH: Climb to 3000 direct TASKY and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	**124.5 263.0** EAST **120.1 354.05** WEST	**132.1 256.9**	**121.9**	**119.9**







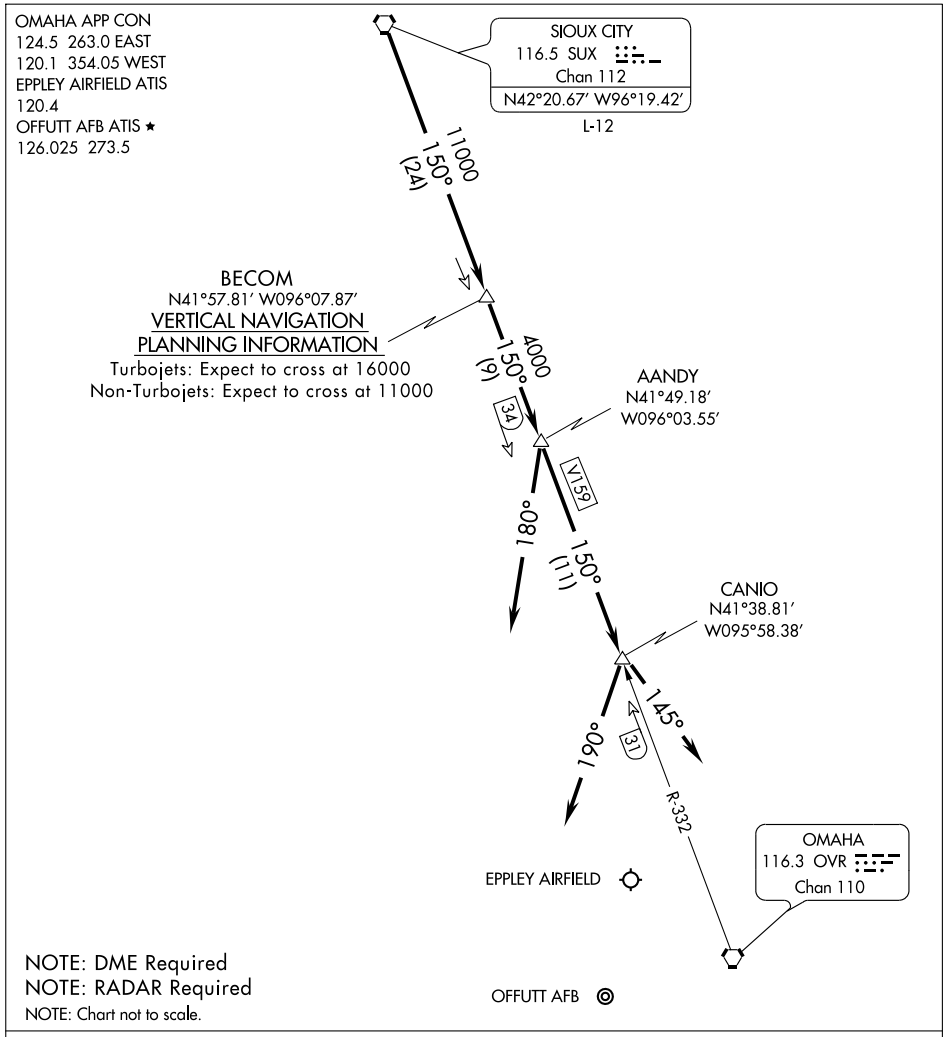
CATEGORY	A	B	C	D
LPV DA	1229-¾ 250 (300-¾)			
LNAV/VNAV DA	1473-1¼ 494 (500-1¼)			
LNAV MDA	1420-¾ 441 (500-¾)			1420-1 441 (500-1)
CIRCLING	1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME. Thence

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME, Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other runways: fly heading 145° for RADAR vectors to final approach course.

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC OVR	APP CRS	Rwy Idg	9499
116.3	310°	TDZE	980
Chan 110		Apt Elev	984

VOR RWY 32L

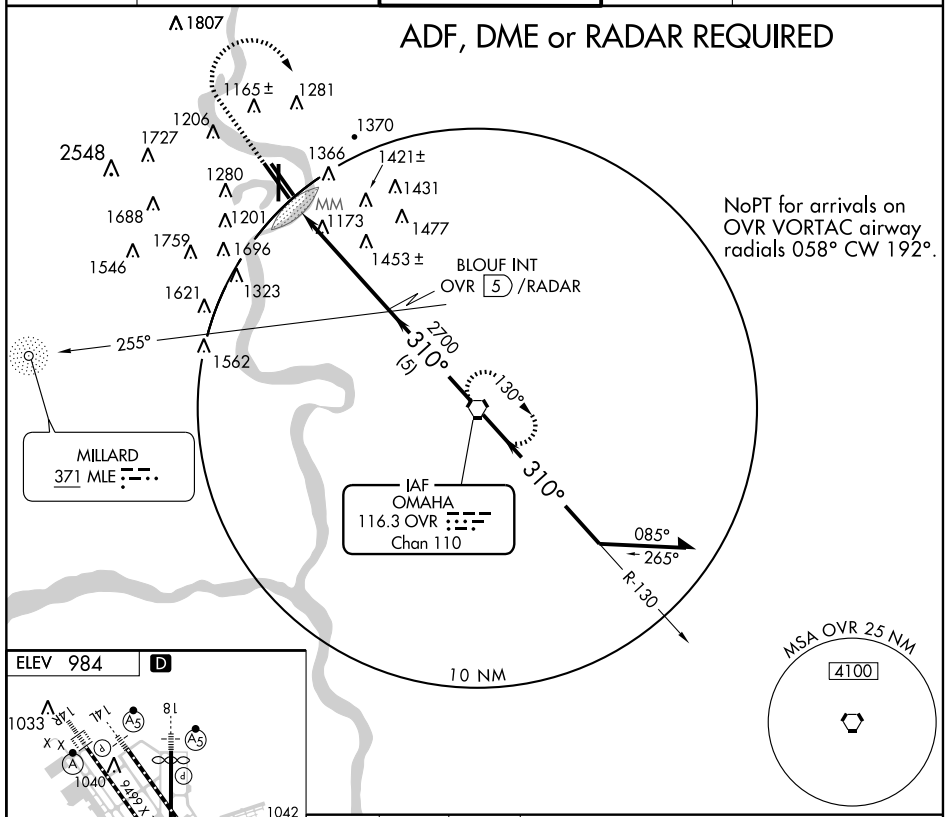
OMAHA/EPPLEY AIRFIELD (OMA)

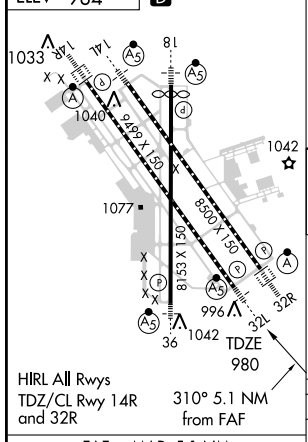
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

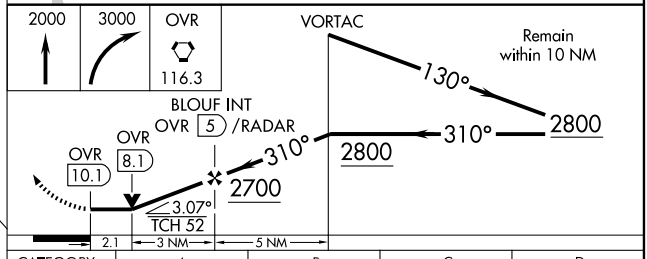
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-32L	1680/24	700 (700-½)	1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING	1680-1	696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 90203 W13A	APP CRS 130°	Rwy Idg 4409 TDZE 2031 Apt Elev 2031

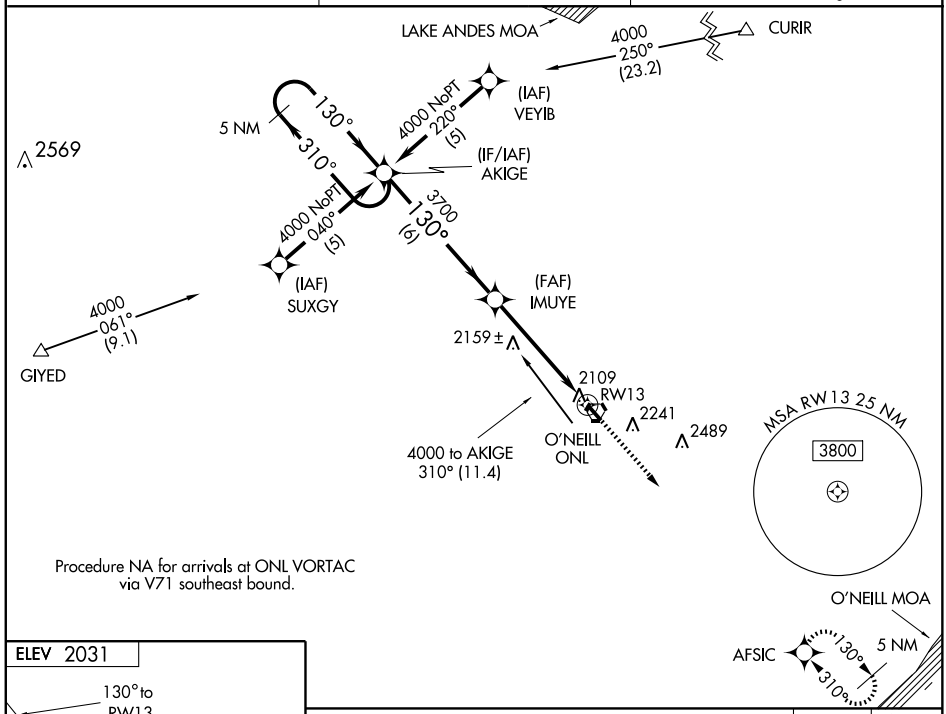
RNAV (GPS) RWY 13

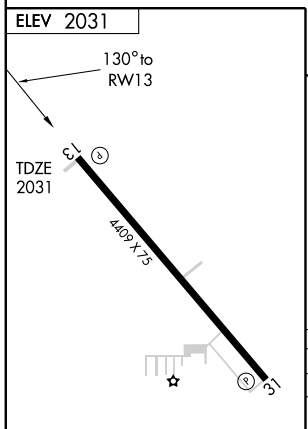
O'NEILL/ THE O'NEILL MUNI-JOHN L. BARO FIELD (ONL)

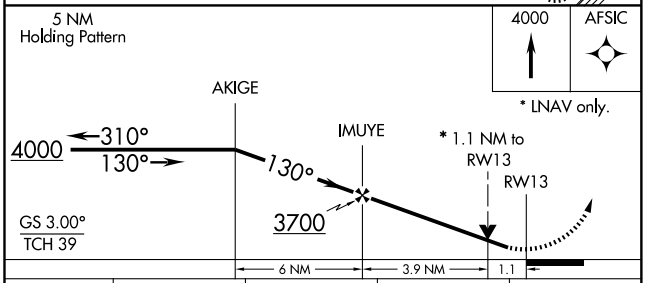
BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. VDP NA when using Evelyn Sharp Field altimeter setting.

MISSED APPROACH: Climb to 4000 direct AFSIC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2307-1 276 (300-1)			NA
LNAV/VNAV DA	2379-1¼ 348 (400-1¼)			NA
LNAV MDA	2420-1 389 (400-1)			NA
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 70503 W31A	APP CRS 310°	Rwy Idg 4409 TDZE 2031 Apt Elev 2031

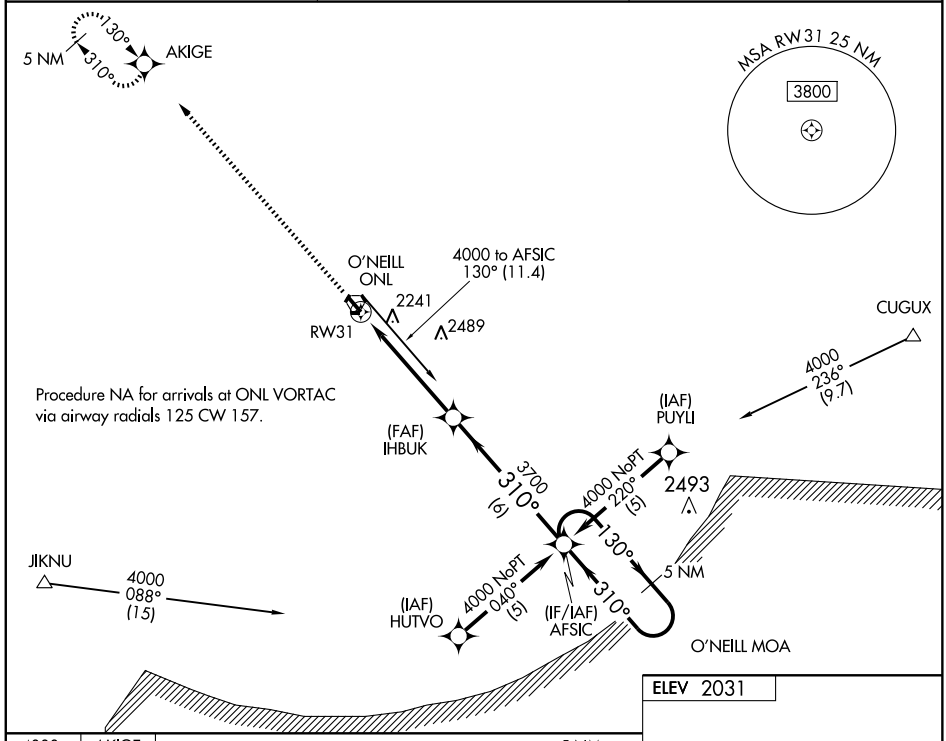
RNAV (GPS) RWY 31

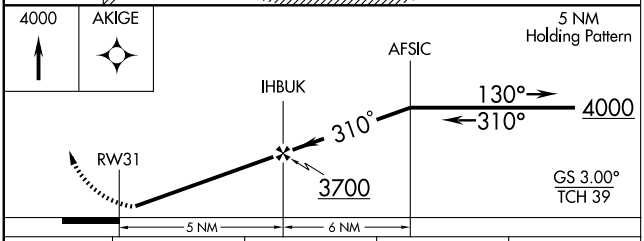
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

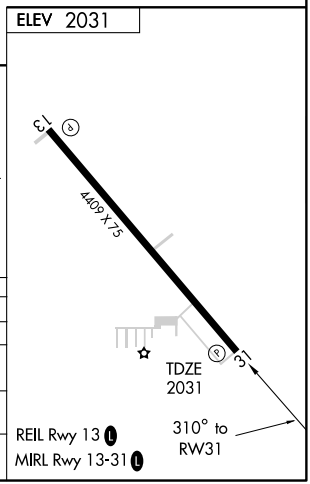
If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct AKIGE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2281-1 250 (300-1)			NA
LNAV/VNAV DA	2600-2 569 (600-2)			NA
LNAV MDA	2580-1 549 (600-1)		2580-1½ 549 (600-1½)	NA
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010

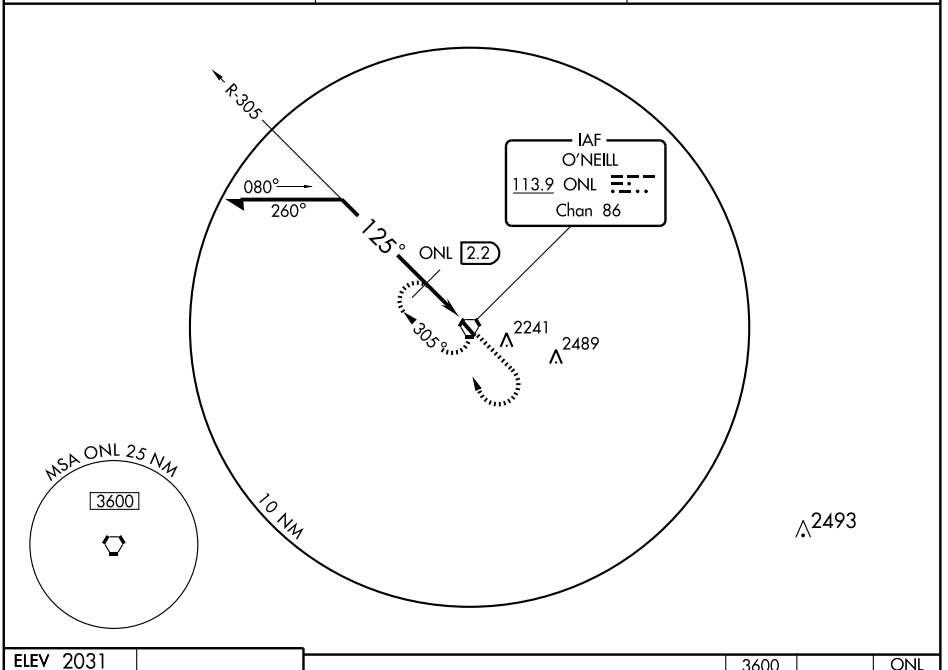
VORTAC ONL	APP CRS	Rwy Idg	4409
113.9	125°	TDZE	2031
Chan 86		Apt Elev	2031

VOR RWY 13

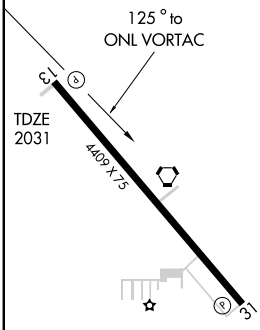
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

MISSED APPROACH: Climb to 3600 then right turn direct ONL VORTAC and hold.

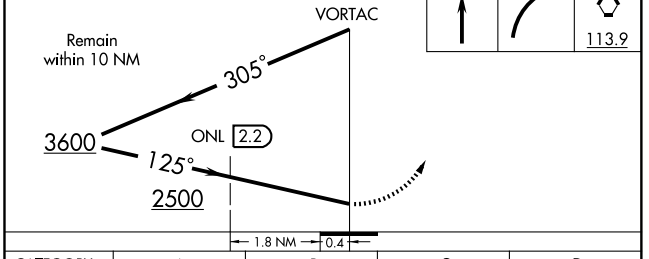
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L



ELEV 2031



REIL Rwy 13 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-13	2500-1 469 (500-1)		2500-1¼ 469 (500-1¼)	2500-1½ 469 (500-1½)
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	2600-2 569 (600-2)
DME MINIMUMS				
S-13	2420-1 389 (400-1)			2420-1¼ 389 (400-1¼)
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	2600-2 569 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

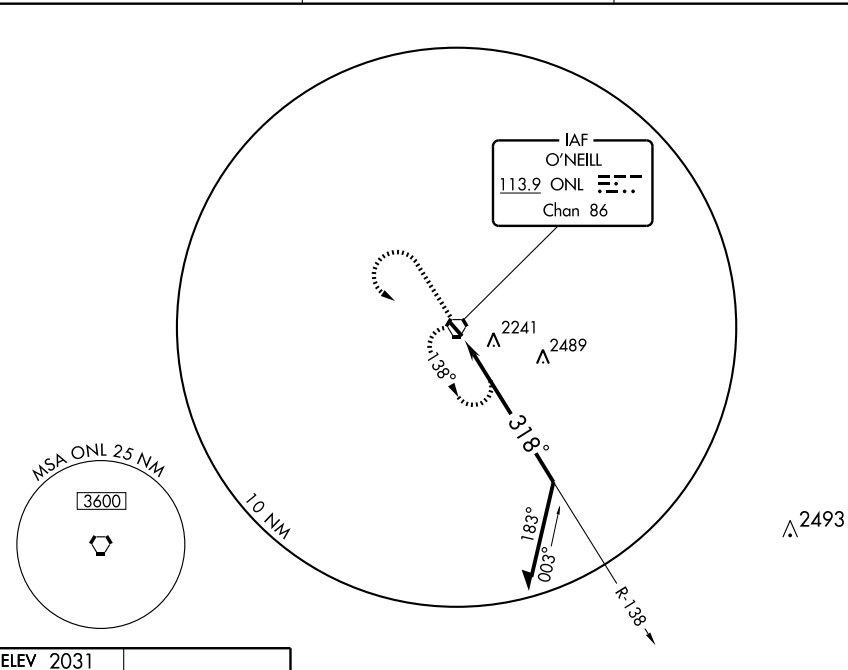
VORTAC ONL	APP CRS	Rwy Idg	4409
113.9	318°	TDZE	2030
Chan 86		Apt Elev	2031

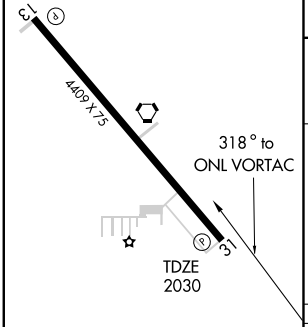
VOR RWY 31

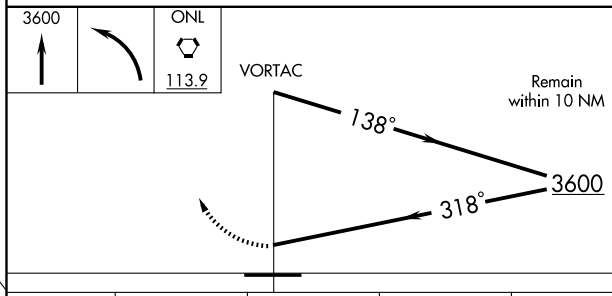
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

MISSED APPROACH: Climb to 3600 then left turn direct ONL VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	2560-1	530 (600-1)	2560-1½ 530 (600-1½)	2560-1¾ 530 (600-1¾)
CIRCLING	2560-1	529 (600-1)	2560-1½ 529 (600-1½)	2600-2 569 (600-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB ODX 356	APP CRS 124°	Rwy Idg 4721 TDZE 2070 Apt Elev 2070

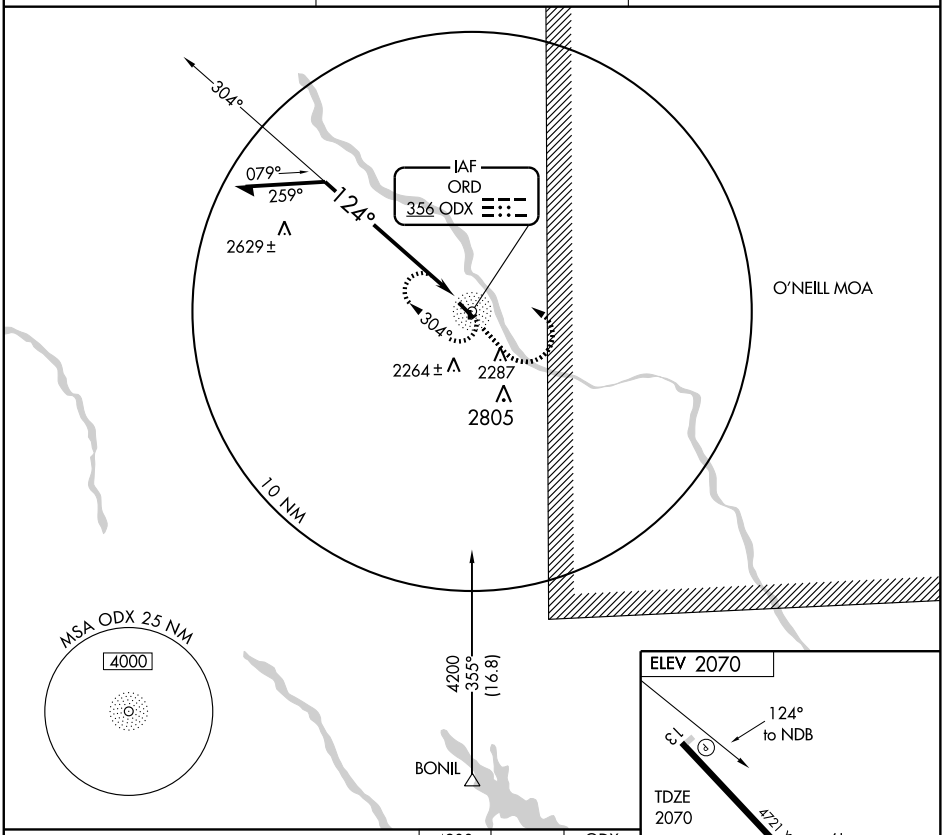
NDB RWY 13

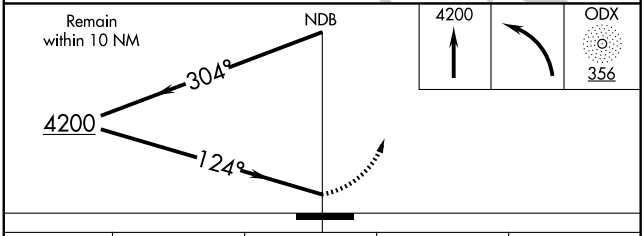
ORD/EVELYN SHARP FIELD (ODX)

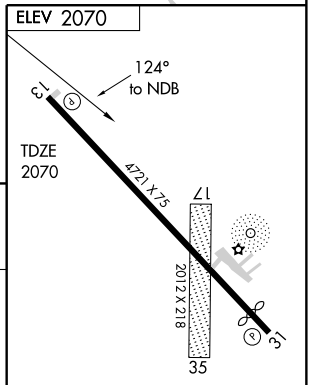
Visibility reduction by helicopters NA. Circling to Rwy 17-35 NA.
When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet; and all Cat B visibilities ¼ mile.

MISSED APPROACH: Climb to 4200 then left turn direct ODX NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-13	2980-1¼	910 (1000-1¼)	NA	
CIRCLING	2980-1¼	910 (1000-1¼)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4721
CH 90312	131°	TDZE	2070
W13A		Apt Elev	2070

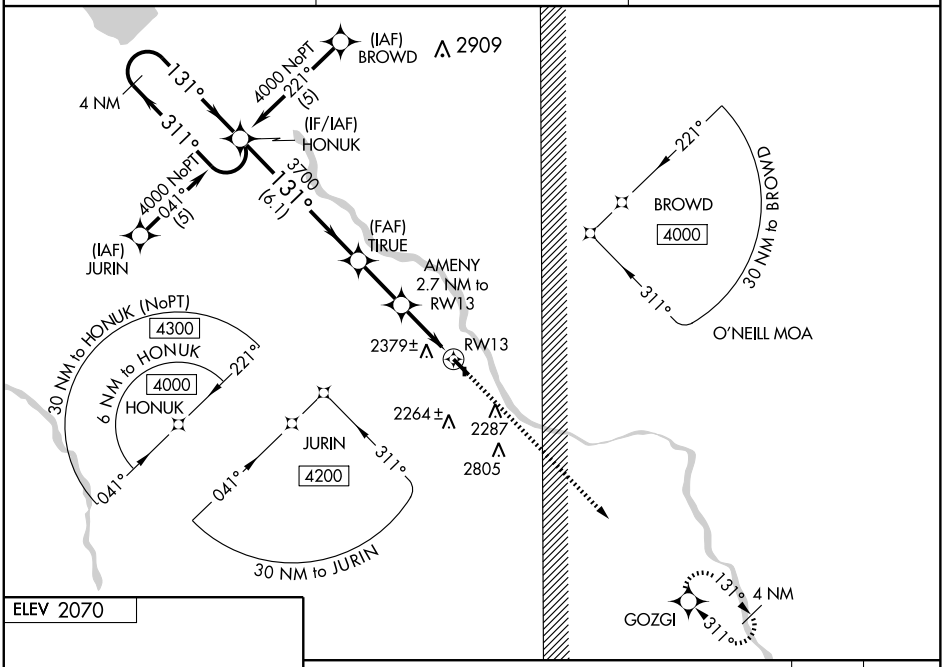
RNAV (GPS) RWY 13

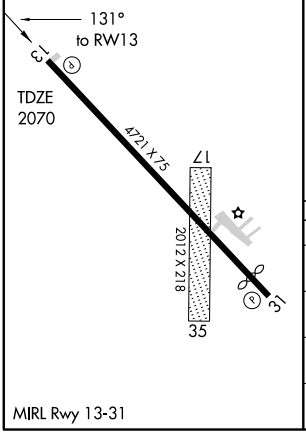
ORD/EVELYN SHARP FIELD (ODX)

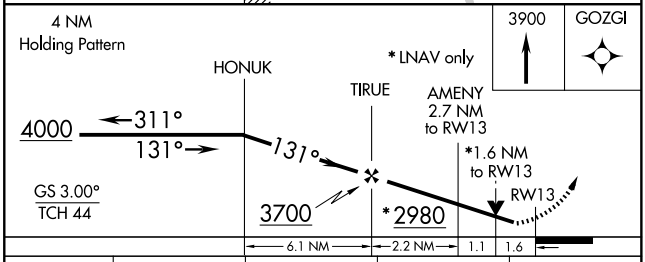
Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct GOZGI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2444-1¼	374 (400-1¼)	NA	
LNAV/VNAV DA	2698-2¼	628 (700-2¼)	NA	
LNAV MDA	2620-1	550 (600-1)	NA	
CIRCLING	2680-1	610 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4501
304°	TDZE	2064
	Apt Elev	2070

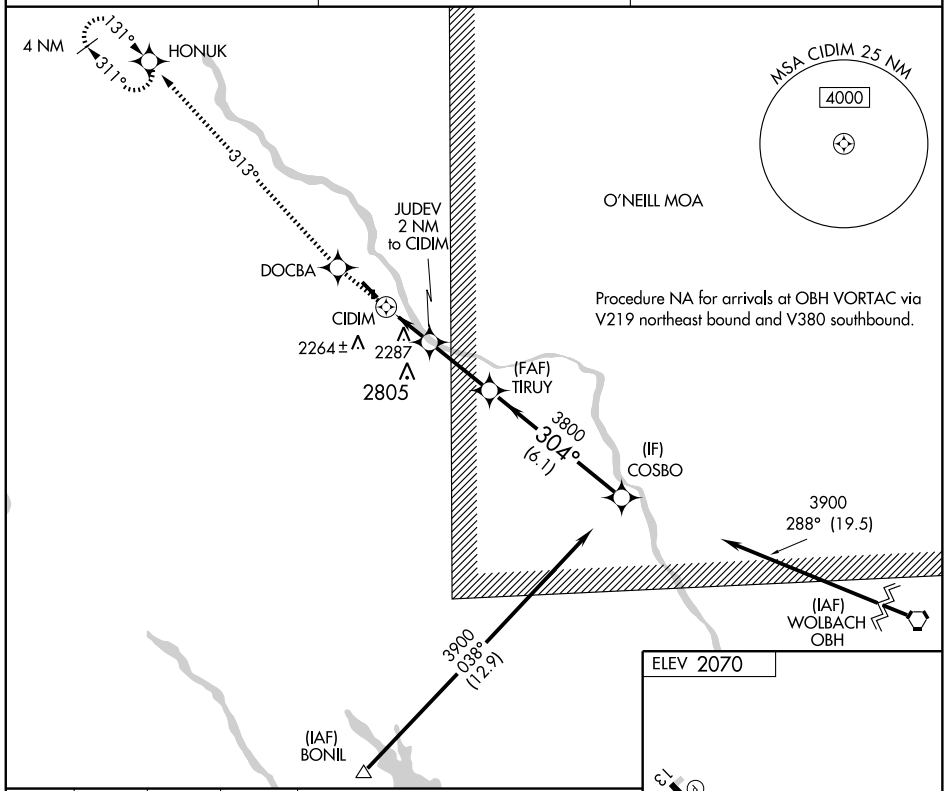
RNAV (GPS) Y RWY 31

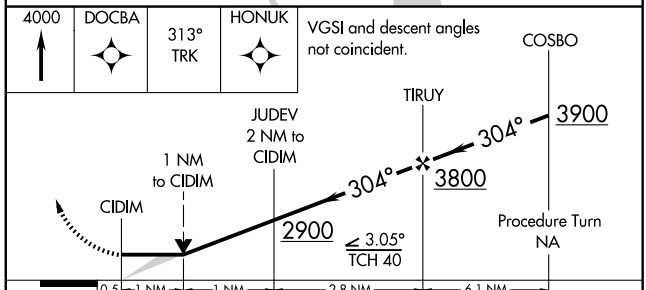
ORD/ EVELYN SHARP FIELD (ODX)

DME/DME RNP-0.3 NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet and circling Cat B visibility ¼ mile.

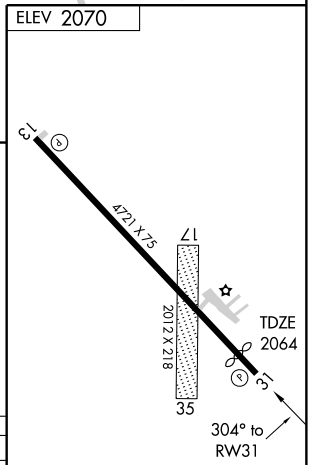
MISSED APPROACH: Climb to 4000 direct DOCBA and via 313° track to HONUK and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	2580-1	516 (600-1)	NA	
CIRCLING	2680-1	610 (700-1)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4501
CH 99412	311°	TDZE	2064
W31A		Apt Elev	2070

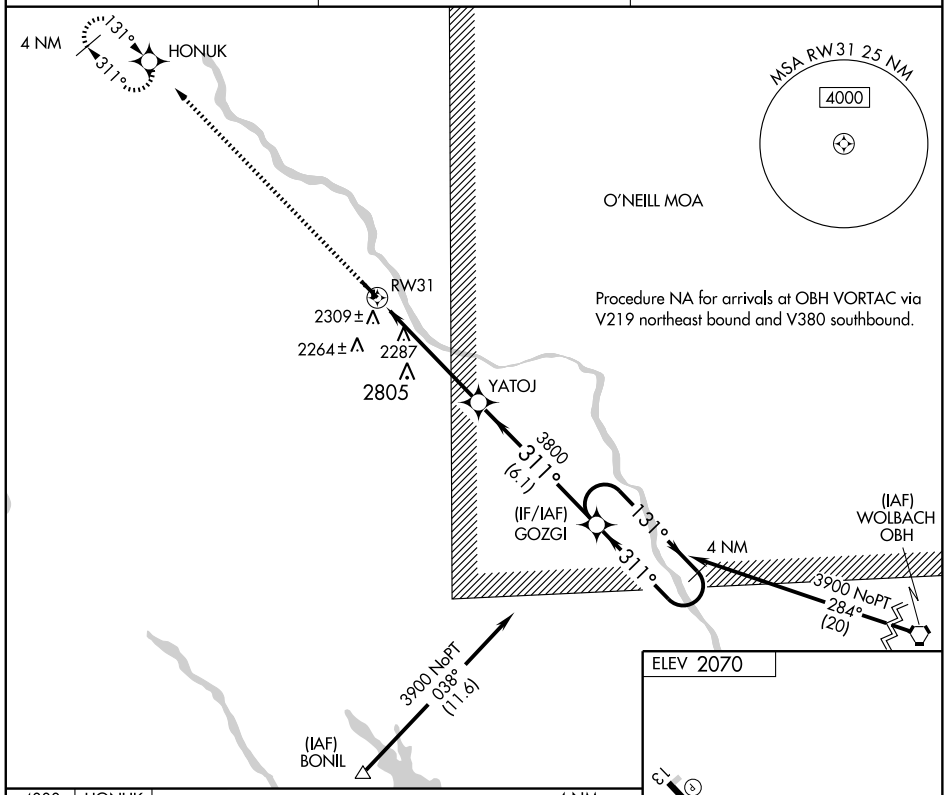
RNAV (GPS) Z RWY 31

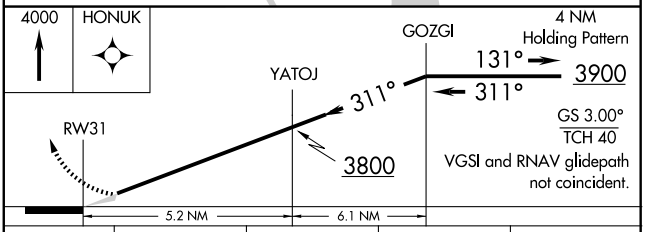
ORD/ EVELYN SHARP FIELD (ODX)

Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and increase all visibilities ½ mile.

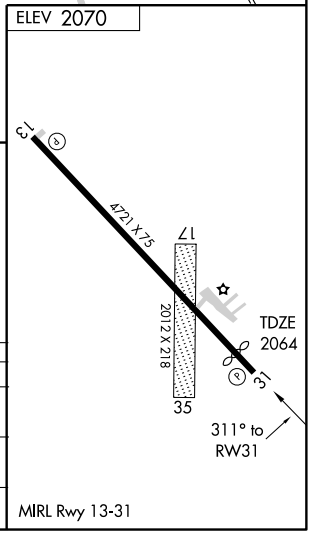
MISSED APPROACH: Climb to 4000 direct HONUK and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	2358-1	294 (300-1)	NA	
LNAV/VNAV DA	2566-1¾	502 (500-1¾)	NA	
CIRCLING	NA			



NDB OKS	APP CRS	Rwy Idg	4699
233	112°	TDZE	3394
		Apt Elev	3394

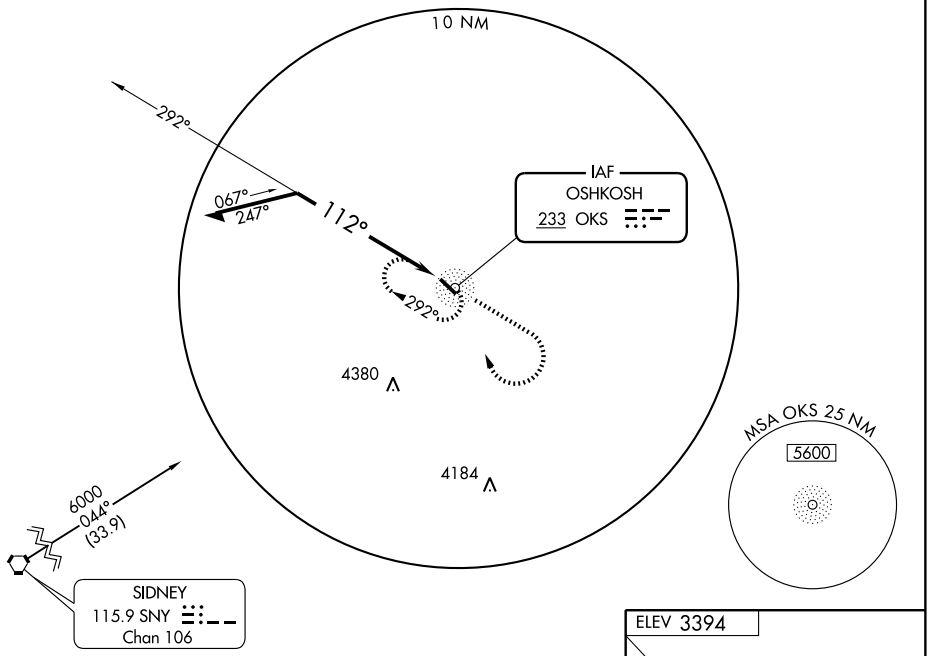
NDB RWY 12

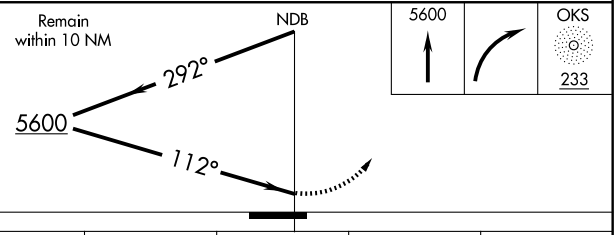
OSHKOSH/GARDEN COUNTY (OKS)

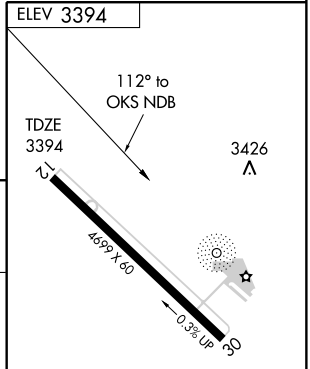
▼ NA — Use Ogallala altimeter setting; when not received use Sidney altimeter setting.

MISSED APPROACH: Climb to 5600, then right turn direct OKS NDB and hold.

OGALLALA AWOS-3	SIDNEY ASOS	DENVER CENTER	UNICOM
121.275	118.025	118.475 225.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-12	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	
CIRCLING	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	

MIRL Rwy 12-30

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 99708 W12A	APP CRS 125°	Rwy Idg 4699 TDZE 3394 Apt Elev 3394

RNAV (GPS) RWY 12

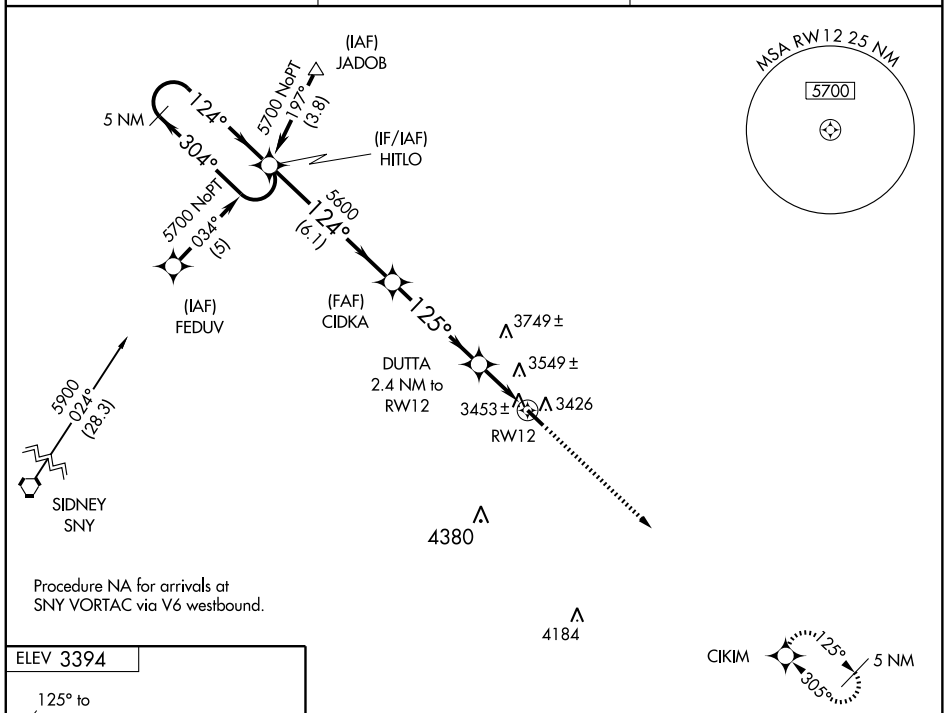
OSHKOSH/GARDEN COUNTY (OKS)

NA

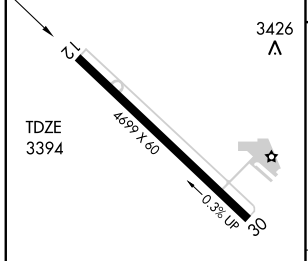
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

MISSED APPROACH: Climb to 5400 direct CIKIM and hold.

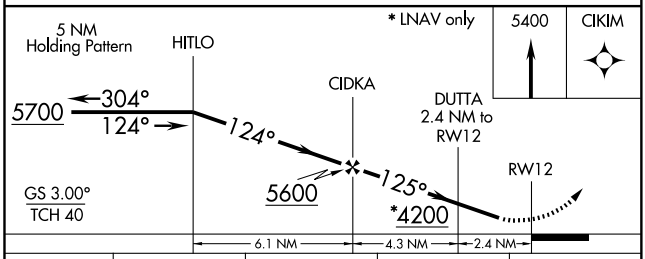
OGALLALA AWOS-3	DENVER CENTER	UNICOM
121.275	118.475 225.4	122.8 (CTAF)



Procedure NA for arrivals at SNY VORTAC via V6 westbound.



MIRL Rwy 12-30



CATEGORY	A	B	C	D
LPV DA	3762-1¼	368 (400-1¼)	NA	
LNAV/VNAV DA	3882-1¾	488 (500-1¾)	NA	
LNAV MDA	3860-1	466 (500-1)	NA	
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg 4699
CH 93509	305°	TDZE 3387
W30A		Apt Elev 3394

RNAV (GPS) RWY 30

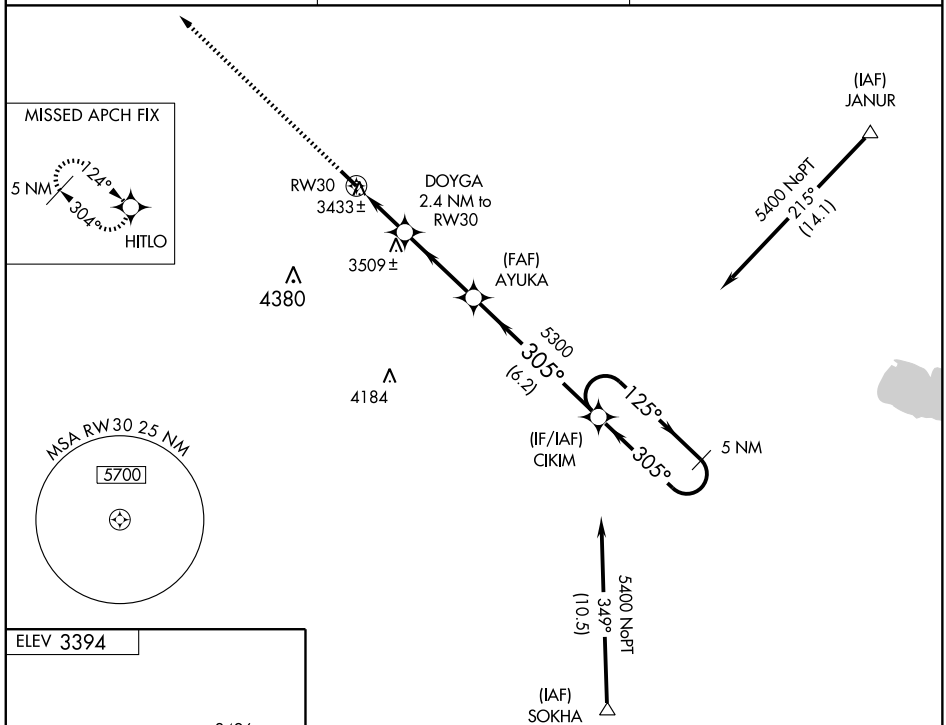
OSHKOSH/GARDEN COUNTY (OKS)

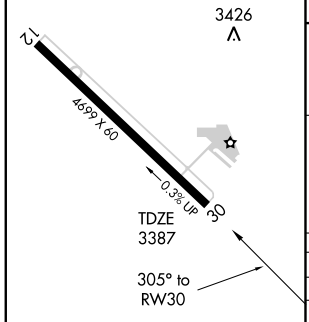
V
NA

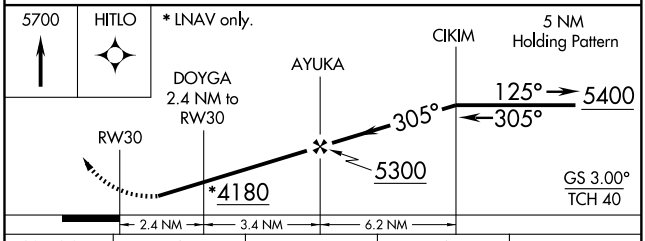
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

MISSED APPROACH: Climb to 5700 direct HITLO and hold.

OGALLALA AWOS-3	DENVER CENTER	UNICOM
121.275	118.475 225.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3734-1¼ 347 (400-1¼)		NA	
LNAV/VNAV DA	3792-1½ 405 (400-1½)		NA	
LNAV MDA	3880-1 493 (500-1)		NA	
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	

MIRL Rwy 12-30

NC-2, 08 APR 2010 to 06 MAY 2010

NDB PMV	APP CRS	Rwy Idg	5500
329	155°	TDZE	1202
		Apt Elev	1204

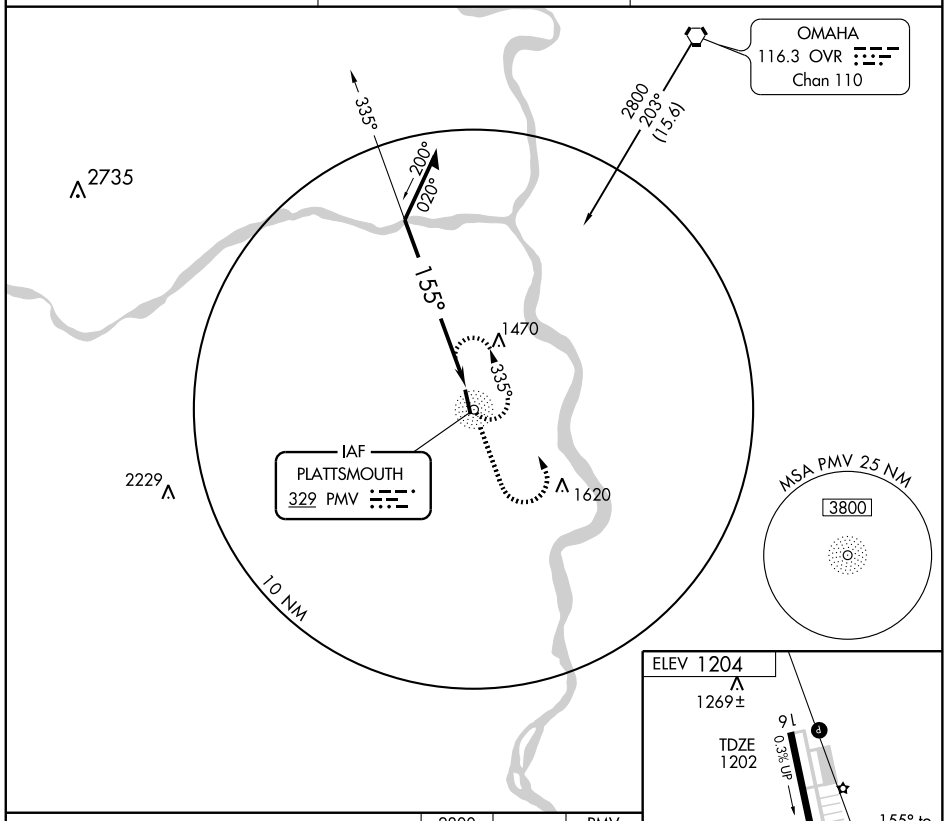
NDB RWY 16

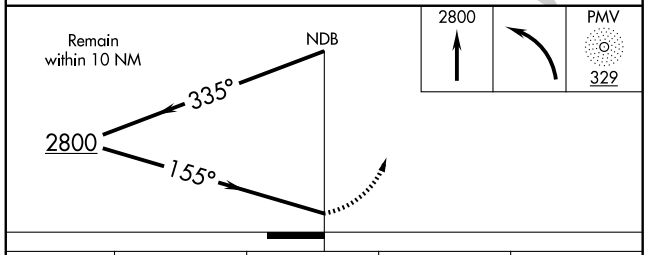
PLATTSMOUTH MUNI (PMV)

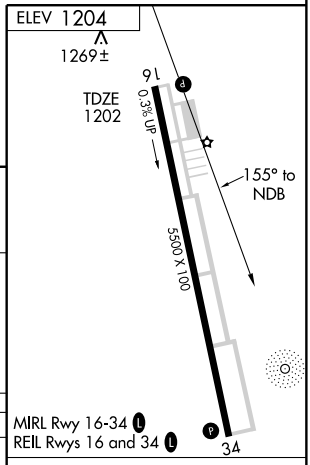
NA When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF)







CATEGORY	A	B	C	D
S-16	1840-1	638 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

NDB PMV	APP CRS		
329	357°	Rwy Idg	5500
		TDZE	1204
		Apt Elev	1204

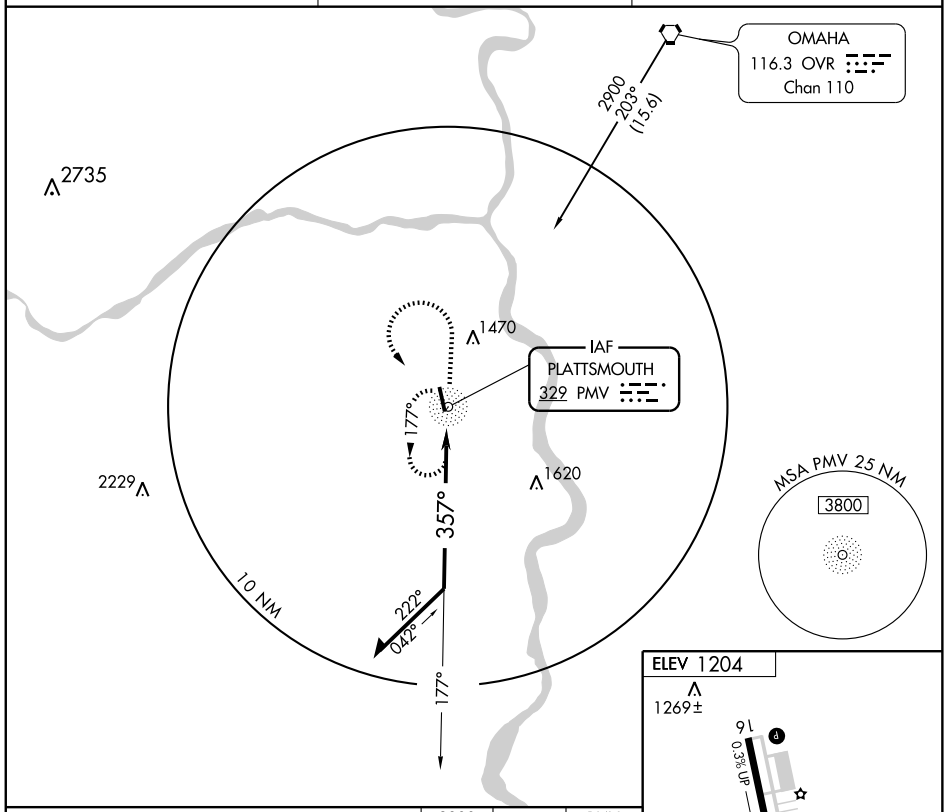
NDB RWY 34

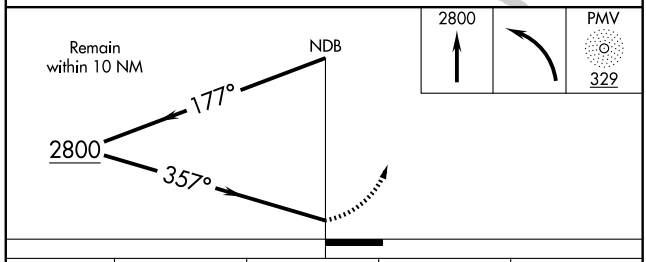
PLATTSMOUTH MUNI (PMV)

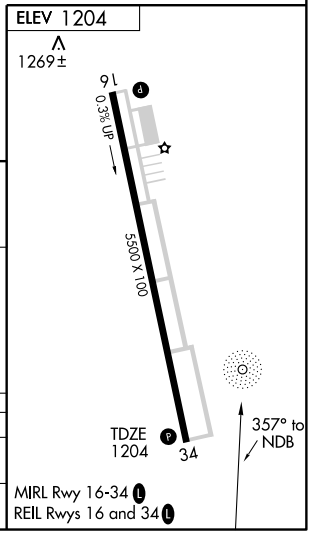
⚠ When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-34	1840-1	636 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

PLATTSMOUTH, NEBRASKA AL-6528 (FAA)

WAAS	APP CRS	Rwy Idg	5500
CH 45800	163°	TDZE	1202
W16A		Apt Elev	1204

RNAV (GPS) RWY 16

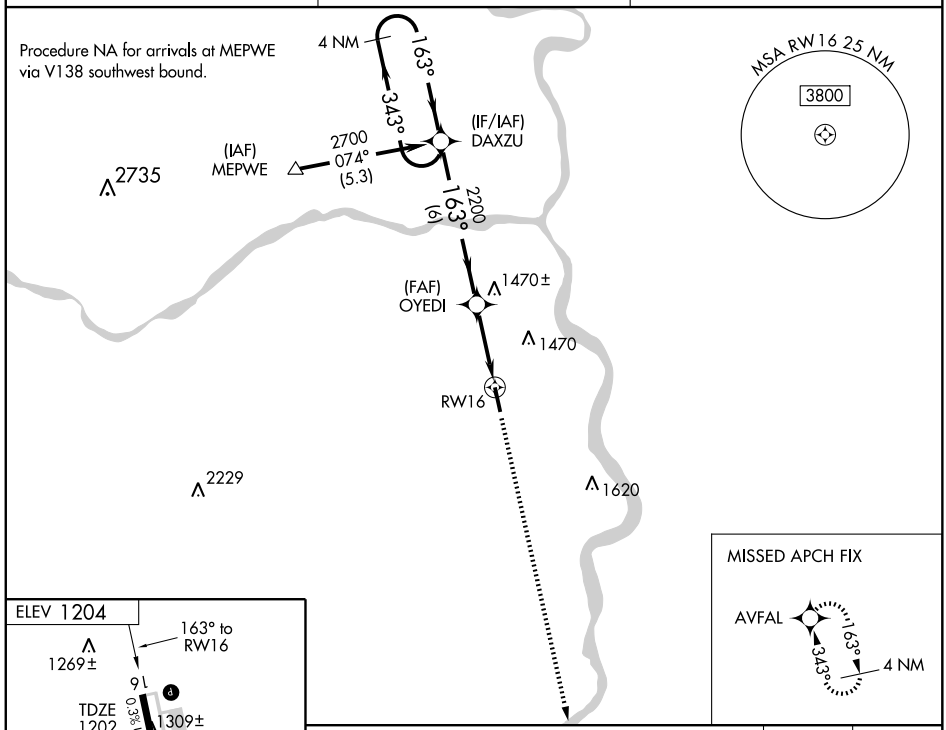
PLATTSMOUTH MUNI (PMV)

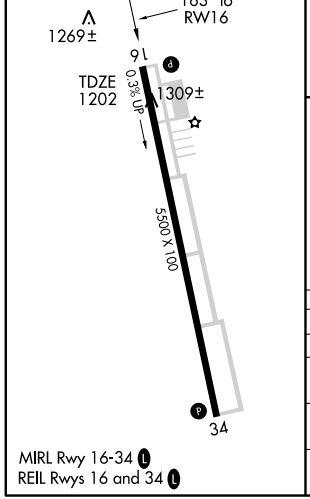
⚠ When local altimeter setting not received, use Offutt AFB altimeter setting, increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct AVFAL and hold.

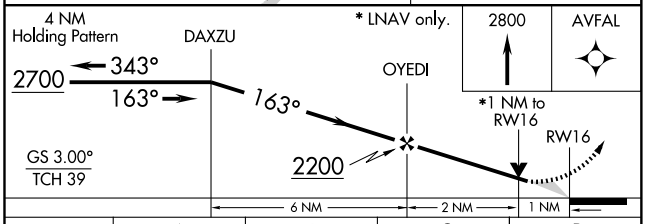
AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L

Procedure NA for arrivals at MEPWE via V138 southwest bound.





MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
LPV DA	1452-1	250 (300-1)	NA	
LNAV/VNAV DA	1539-1¼	337 (400-1¼)	NA	
LNAV MDA	1560-1	358 (400-1)	NA	
CIRCLING	1640-1 436 (500-1)	1660-1 456 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	5500
CH 40200	343°	TDZE	1204
W34A		Apt Elev	1204

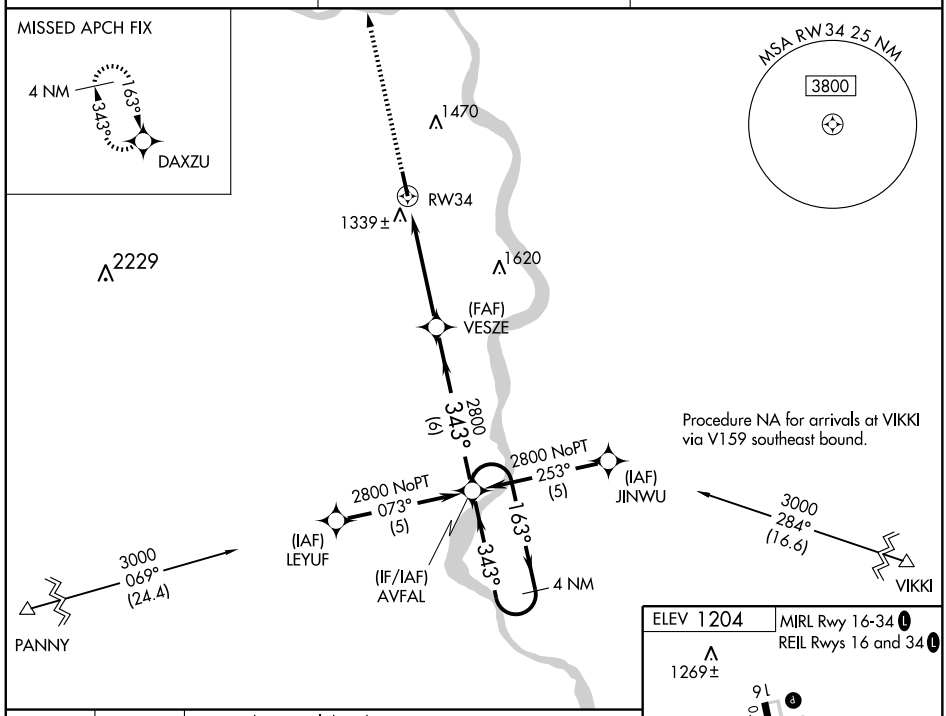
RNAV (GPS) RWY 34

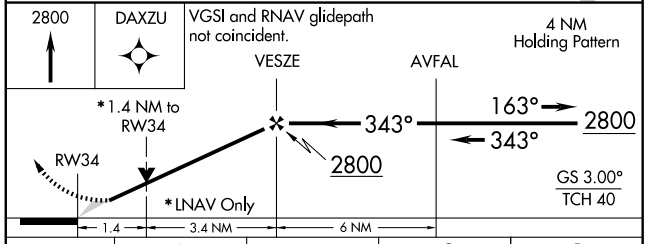
PLATTSMOUTH MUNI (PMV)

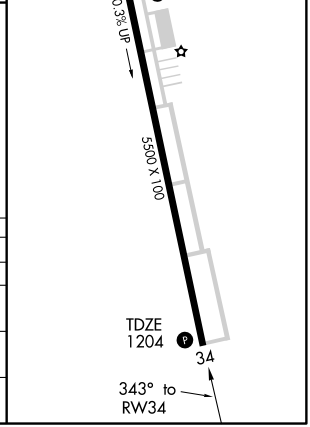
⚠ When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DAXZU and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1454-1	250 (300-1)	NA	
LNAV/VNAV DA	1656-1½	452 (500-1½)	NA	
LNAV MDA	1680-1	476 (500-1)	NA	
CIRCLING	1680-1	476 (500-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3909
CH 72814	142°	TDZE	3751
W14A		Apt Elev	3751

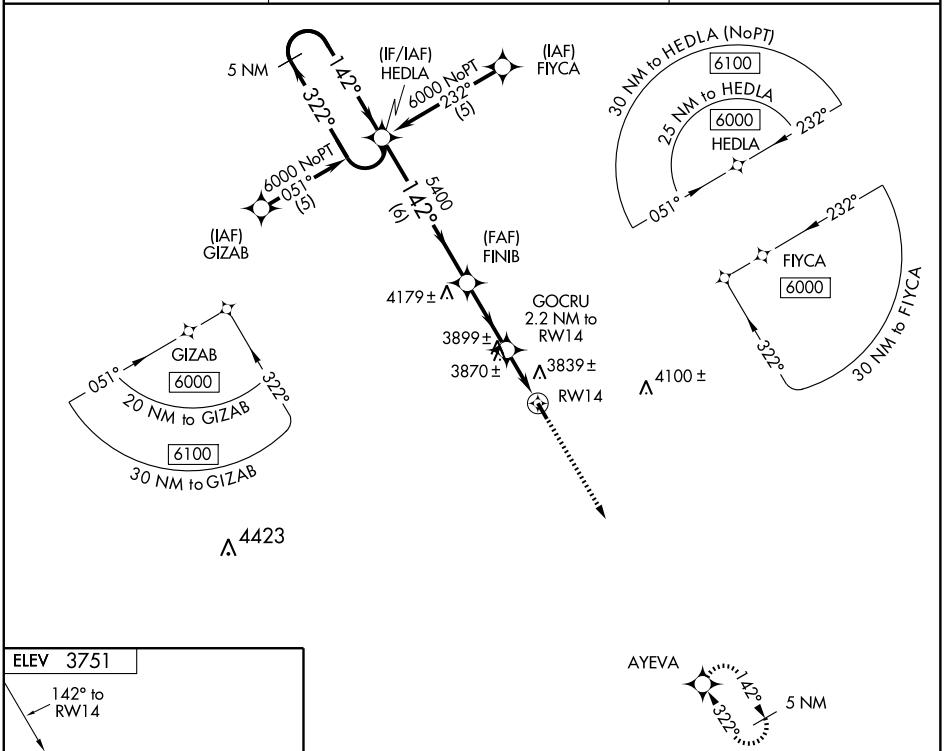
RNAV (GPS) RWY 14

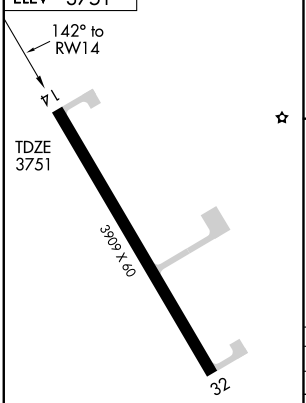
RUSHVILLE/MODISETT (9V5)

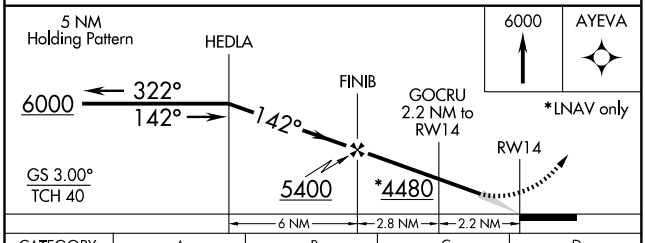
Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct AYEVA and hold.

PINE RIDGE ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 L







CATEGORY	A	B	C	D
LPV DA	4117-1¼	366 (400-1¼)	NA	
LNAV/VNAV DA	4279-2	528 (600-2)	NA	
LNAV MDA	4300-1	549 (600-1)	NA	
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA	

MIRL Rwy 14-32 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	3909
CH 78214	322°	TDZE	3751
W32A		Apt Elev	3751

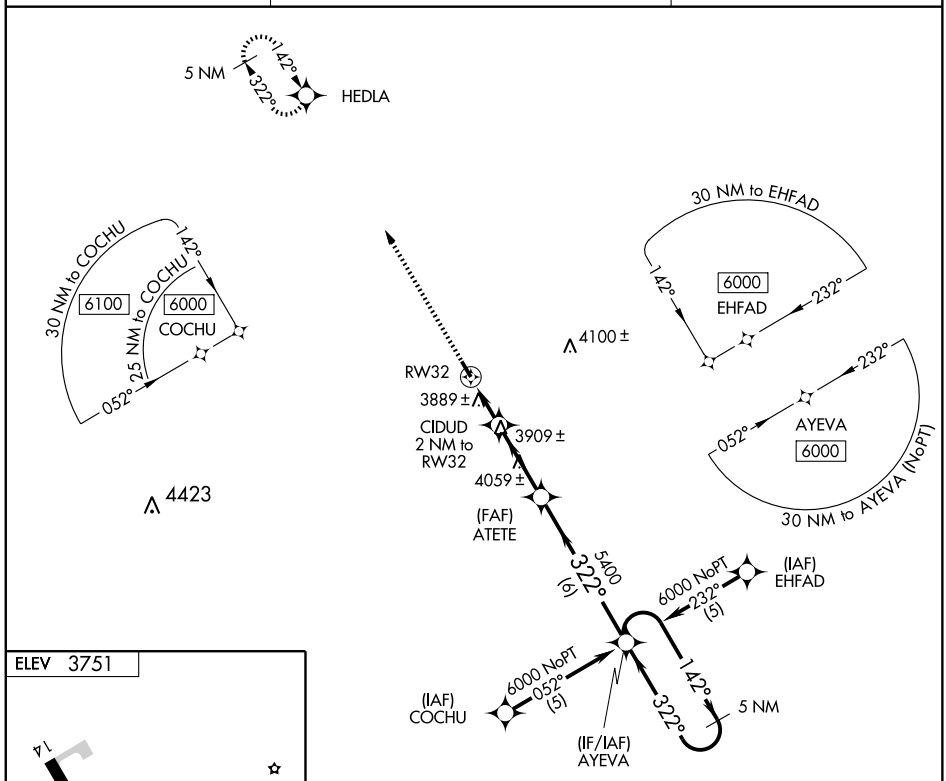
RNAV (GPS) RWY 32

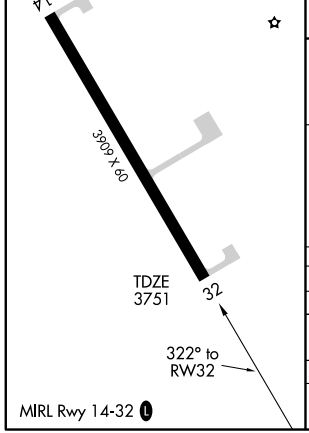
RUSHVILLE/ MODISETT (9V5)

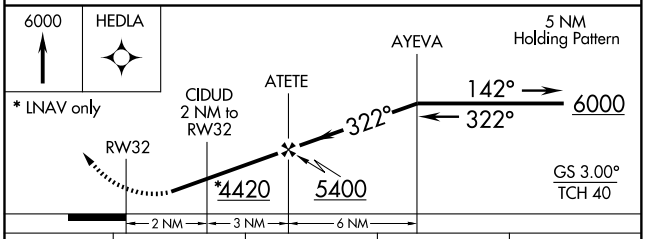
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct HEDLA and hold.

PINE RIDGE ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 (L)







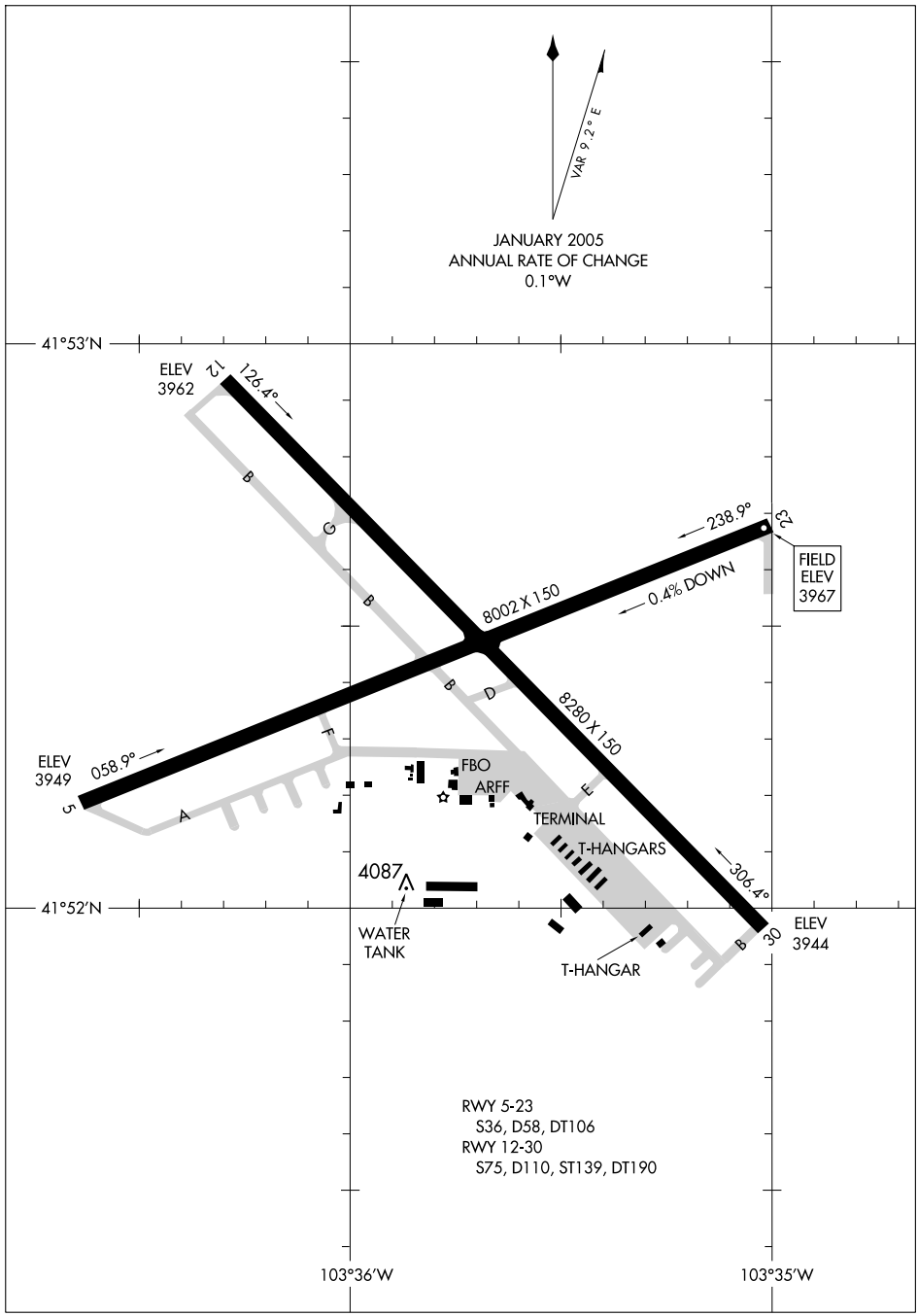
CATEGORY	A	B	C	D
LPV DA	4181-1½ 430 (500-1½)		NA	
LNAV/ VNAV DA	4294-2 543 (600-2)		NA	
LNAV MDA	4320-1 569 (600-1)		NA	
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

07298

AIRPORT DIAGRAM

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)
SCOTTSBLUFF/ AL-383 (FAA) SCOTTSBLUFF, NEBRASKA



NC-2, 08 APR 2010 to 06 MAY 2010

LOC/DME I-RMT	APP CRS	Rwy Idg	8280
110.35	126°	TDZE	3963
Chan 40 (Y)		Apt Elev	3967

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

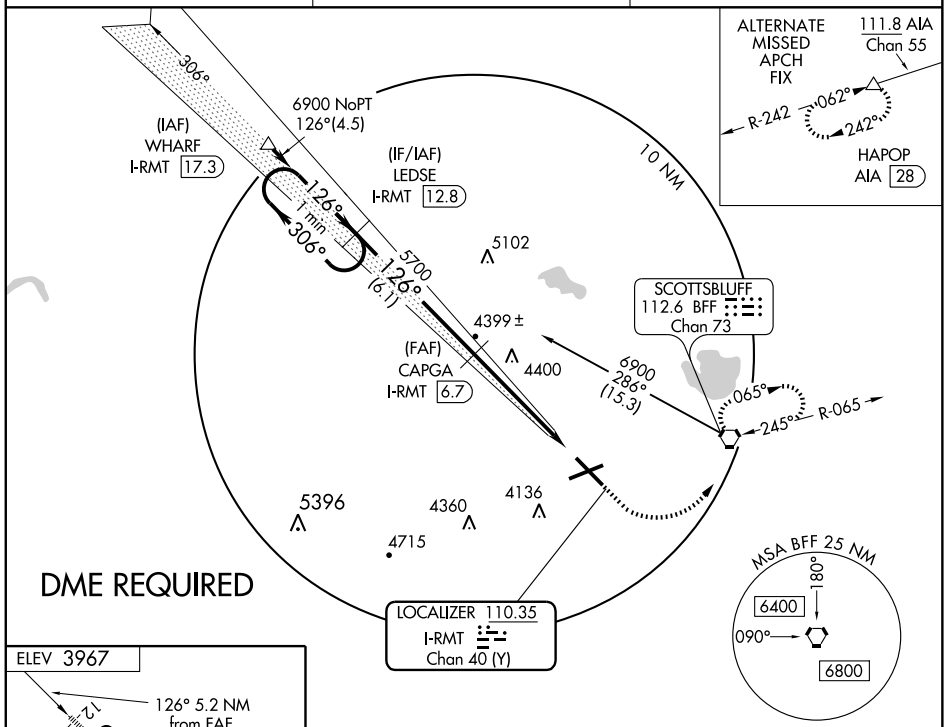
ILS or LOC/DME RWY 12

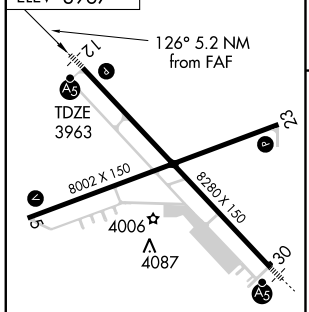
When local altimeter setting not received, use Alliance altimeter setting and increase DA 91 feet; all MDAs 100 feet, and S-LOC 12 and circling Cat B/C/D visibilities ¼ mile. For inoperative MALSR, when using Alliance altimeter setting, increase S-ILS 12 visibility to 1. VDP NA when using Alliance altimeter setting.

MALSR

MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct BFF VORTAC and hold, continue climb-in-hold to 6900.

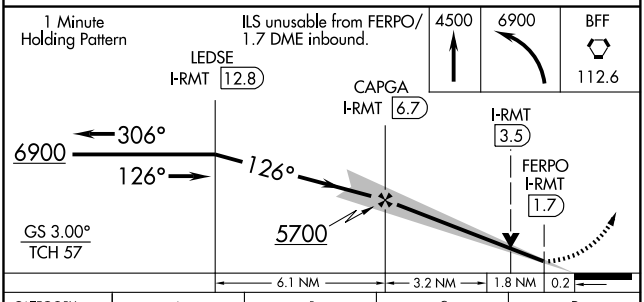
ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 12	4163-½ 200 (200-½)			
S-LOC 12	4640-½ 677 (700-½)		4640-1½ 677 (700-1½)	4640-1¾ 677 (700-1¾)
CIRCLING	4640-1 673 (700-1)		4640-2 673 (700-2)	4640-2¼ 673 (700-2¼)

NC-2. 08 APR 2010 to 06 MAY 2010

LOC/DME I-BFF	APP CRS	Rwy Idg	8280
109.3	306°	TDZE	3950
Chan 30		Apt Elev	3965

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

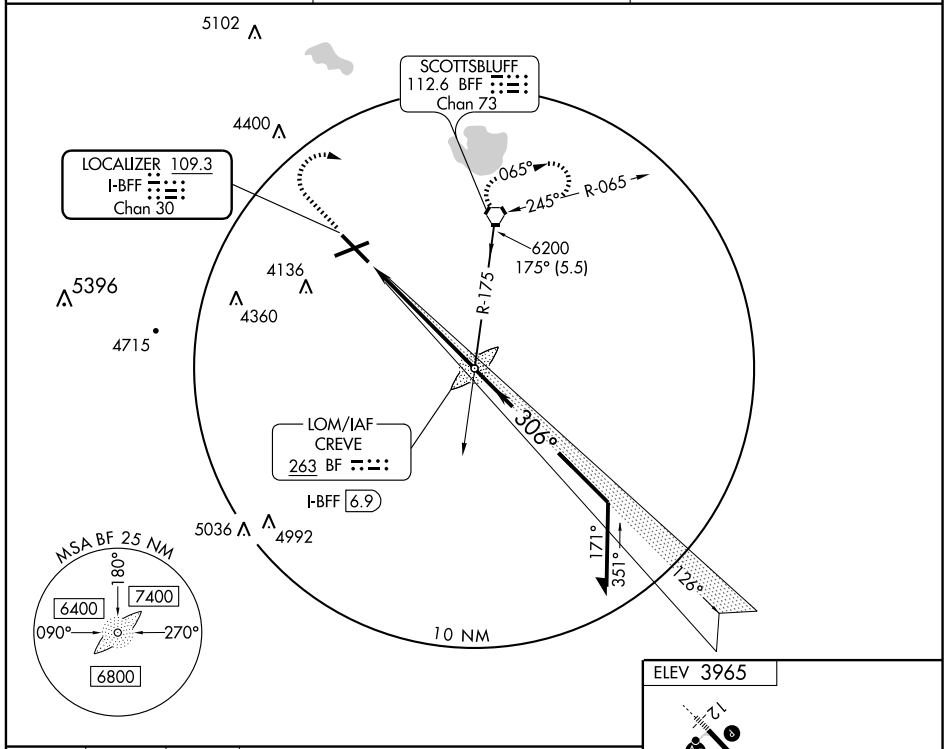
ILS RWY 30

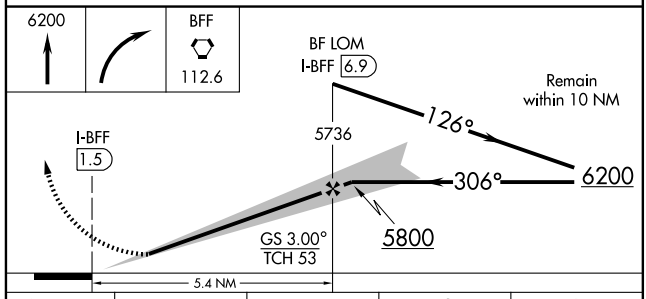
Cat D S-LOC visibility increase ¼ mile for inoperative MALSR.

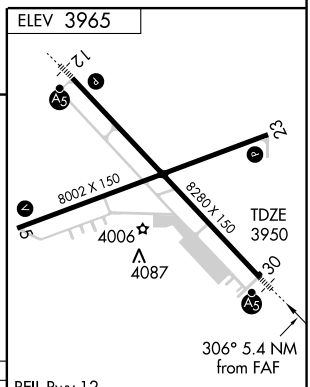
MALSR

MISSED APPROACH: Climb to 6200 then right turn direct BFF VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 30	4150-½ 200 (200-½)			
S-LOC 30	4240-½ 290 (300-½)			4240-¾ 290 (300-¾)
CIRCLING	4500-1 535 (600-1)		4500-1½ 535 (600-1½)	4600-2 635 (700-2)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	8002
CH 93506	061°	TDZE	3952
W05A		Apt Elev	3967

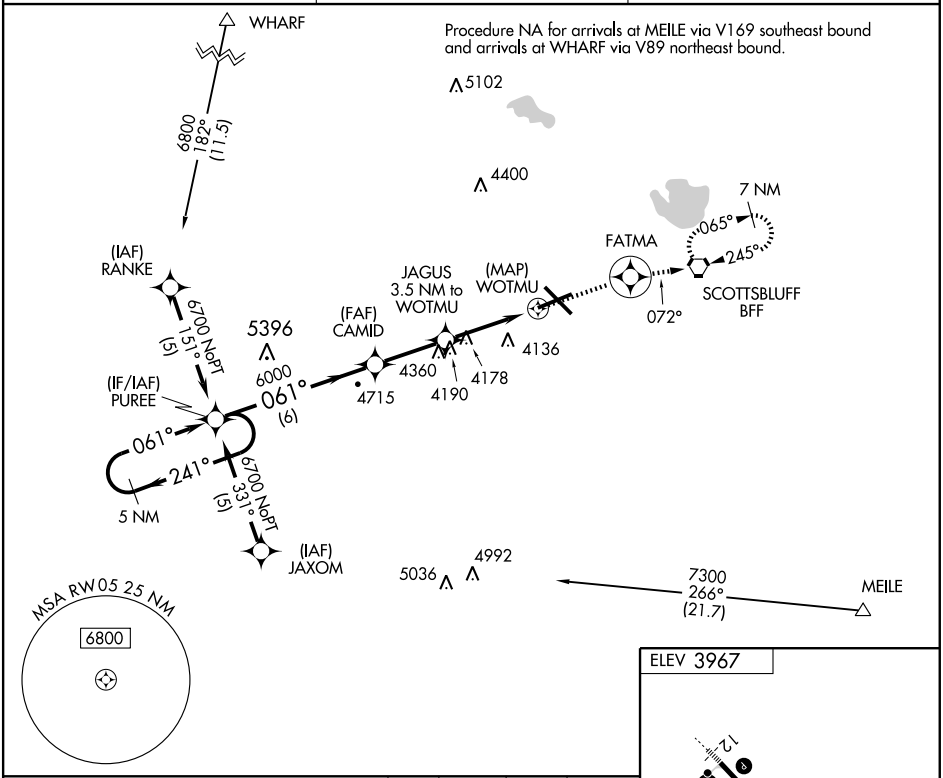
SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

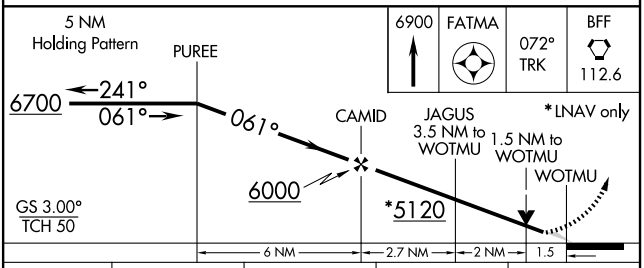
RNAV (GPS) RWY 5

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

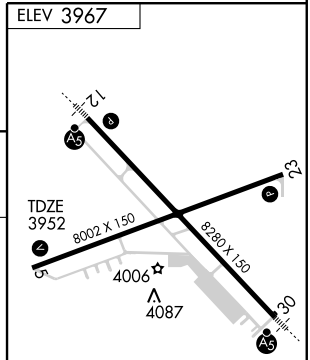
MISSED APPROACH: Climb to 6900 direct FATMA and via 072° track to BFF VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4252-1		300 (300-1)	
LNAV MDA	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)



REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 73005 W12A	APP CRS 126°	Rwy Idg 8280 TDZE 3963 Apt Elev 3967

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 12

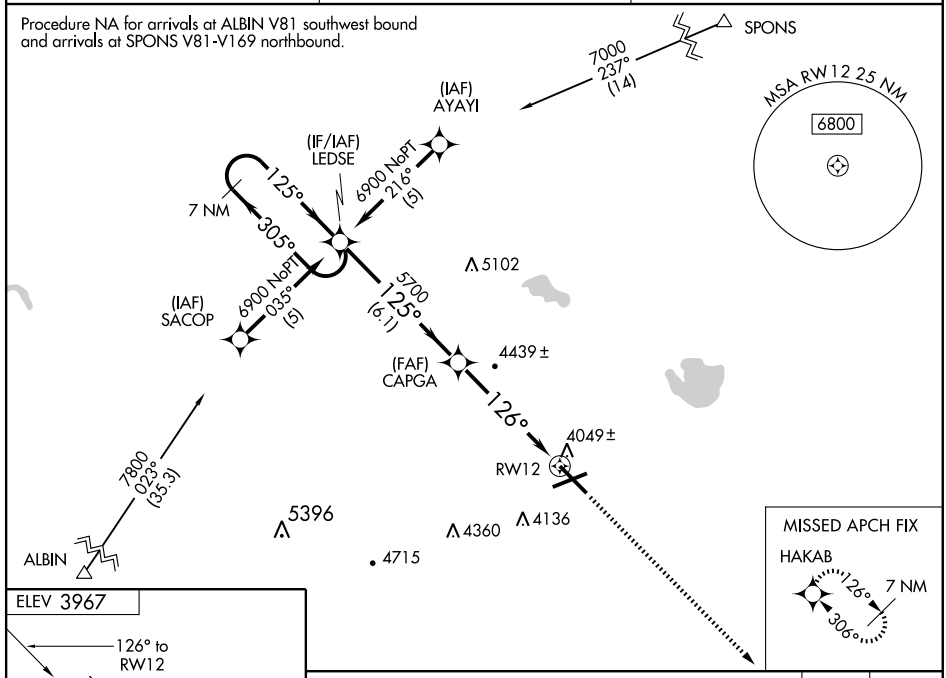
When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities ¼ mile; increase LNAV and circling Cat C/D visibilities ½ mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1¼ , and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

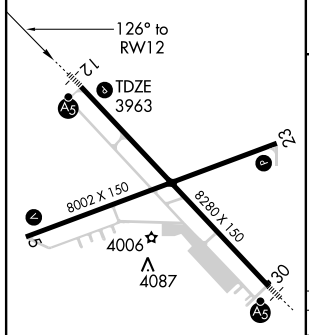
MALSR

MISSED APPROACH: Climb to 6700 direct HAKAB and hold.

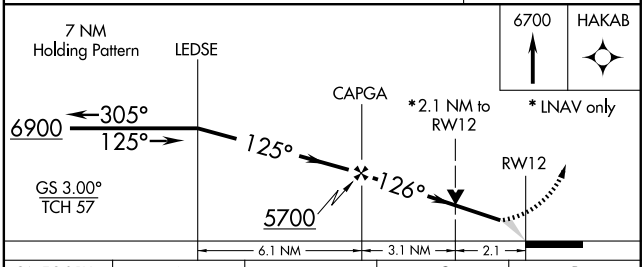
ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L

Procedure NA for arrivals at ALBIN V81 southwest bound and arrivals at SPONS V81-V169 northbound.





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	4213-½ 250 (300-½)			
LNAV/VNAV DA	4340-¾ 377 (400-¾)			
LNAV MDA	4700-½ 737 (800-½)		4700-1½ 737 (800-1½)	4700-1¾ 737 (800-1¾)
CIRCLING	4700-1 733 (800-1)		4700-2 733 (800-2)	4700-2¼ 733 (800-2¼)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 45606 W23A	APP CRS 238°	Rwy Idg 8002 TDZE 3967 Apt Elev 3967

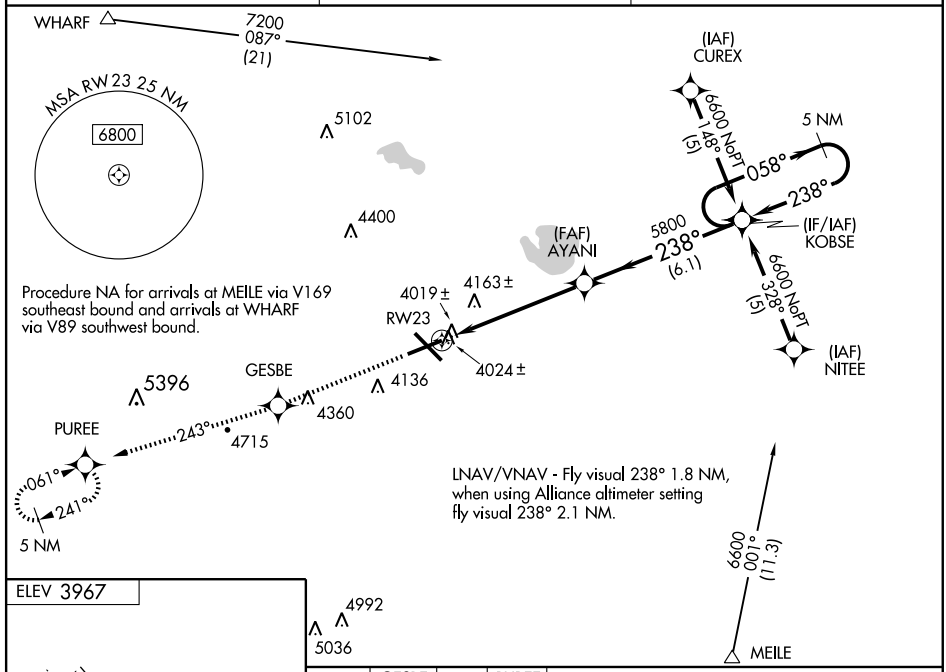
RNAV (GPS) RWY 23

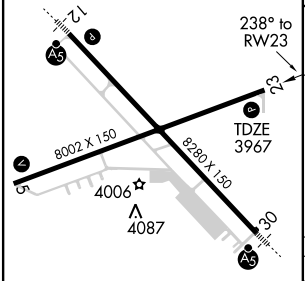
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

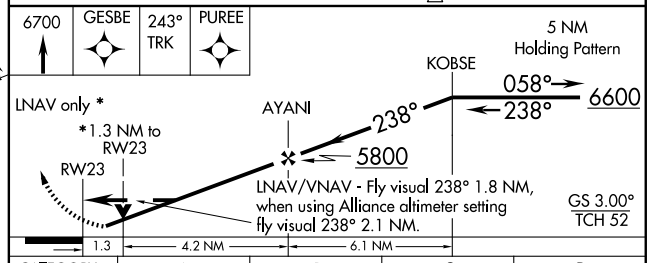
When local altimeter not received, use Alliance altimeter setting and increase all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities ¼, increase LNAV Cat C/D visibilities ¼, increase circling Cat C/D visibilities ¼. BARO-VNAV NA when using Alliance altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 direct GESBE and via 243° track to PUREE and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4256-1 289 (300-1)			
LNAV/VNAV DA	4588-2 621 (700-2)			
LNAV MDA	4420-1 453 (500-1)		4420-1¼ 453 (500-1¼)	4420-1½ 453 (500-1½)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS CH 53306 W30A	APP CRS 306°	Rwy Idg 8280 TDZE 3951 Apt Elev 3967

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

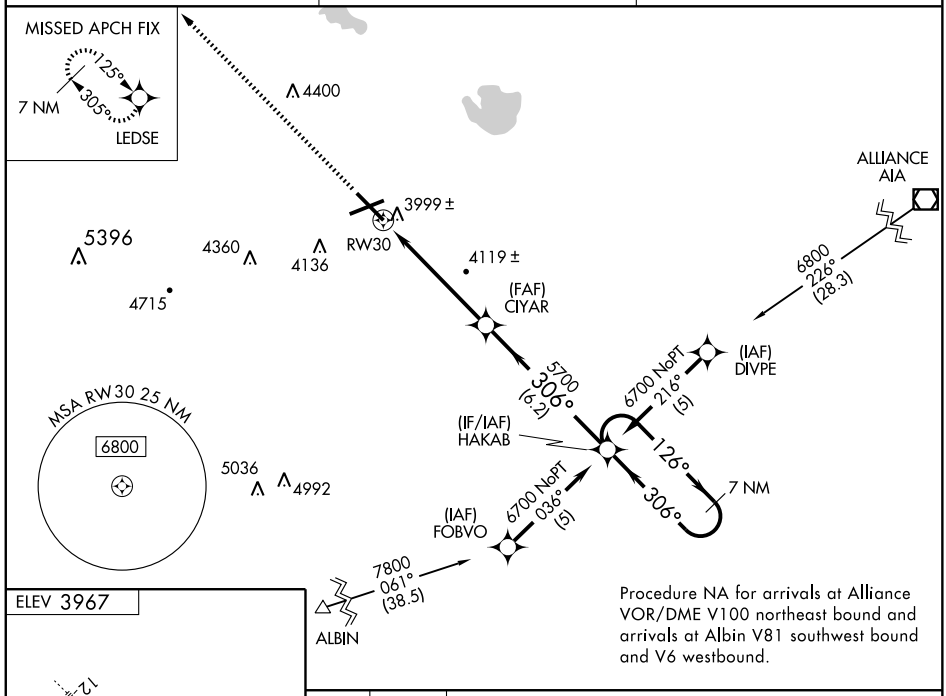
RNAV (GPS) RWY 30

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat C/D, and circling Cat C/D visibilities ¼ mile. For inoperative MALSR, when using alliance altimeter setting, increase LPV all Cats visibilty to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

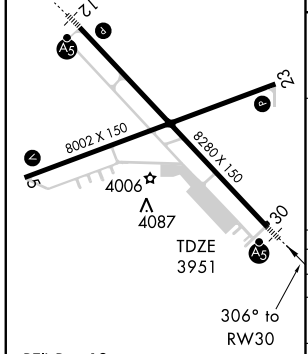
MALSR

MISSED APPROACH: Climb to 6900 direct LEDSE and hold.

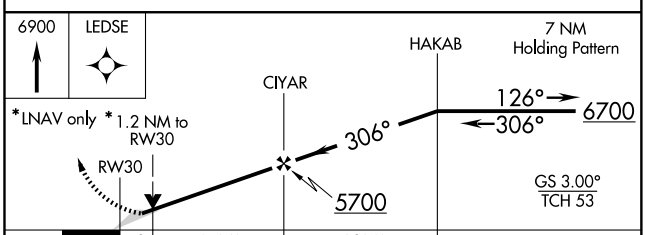
ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L



Procedure NA for arrivals at Alliance VOR/DME V100 northeast bound and arrivals at Albin V81 southwest bound and V6 westbound.



REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	4201-½ 250 (300-½)			
LNAV/VNAV DA	4300-¾ 349 (400-¾)			
LNAV MDA	4380-½ 429 (500-½)		4380-¾ 429 (500-¾)	4380-1 429 (500-1)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC BFF	APP CRS	Rwy Idg	8002
112.6	063°	TDZE	3952
Chan 73		Apt Elev	3967

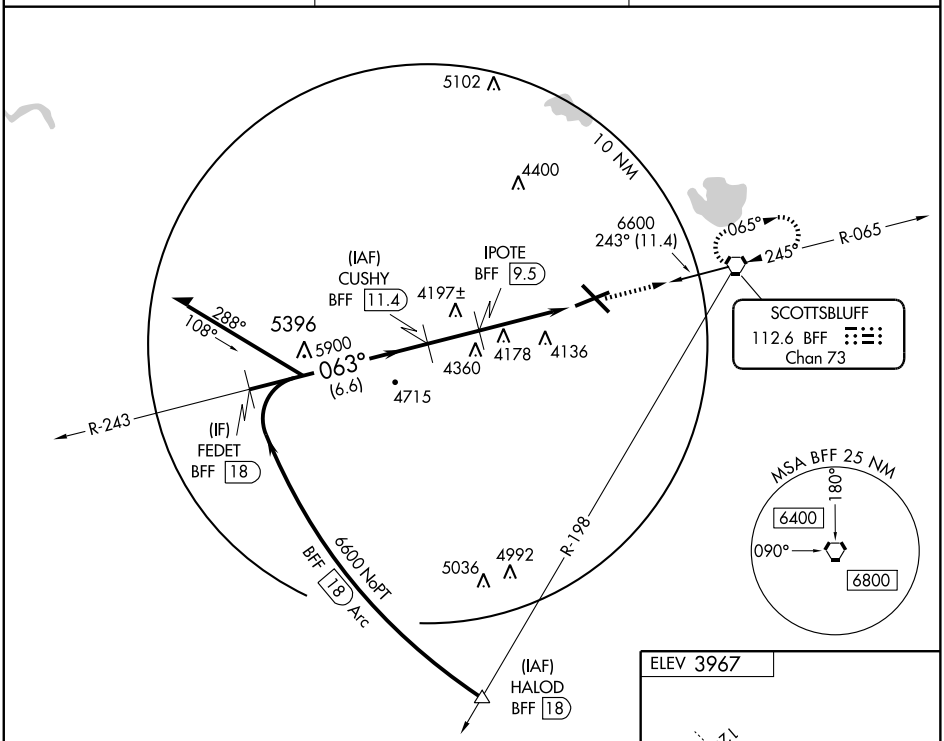
SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

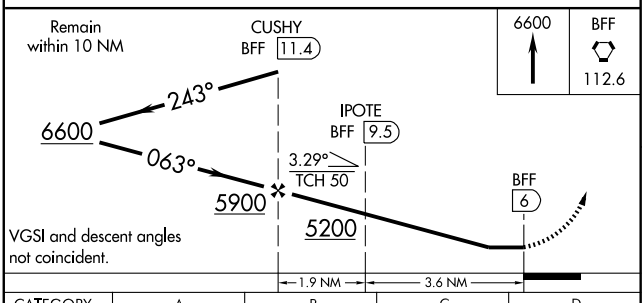
VOR/DME RWY 5

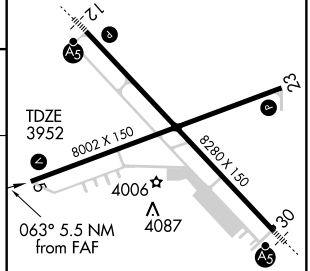
When local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, and increase S-5 Cat C/D and circling Cat C/D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 direct BFF VORTAC and hold, continue climb-in-hold to 6600.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-5	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC BFF 112.6 Chan 73	APP CRS 245°	Rwy Idg 8002 TDZE 3967 Apt Elev 3967

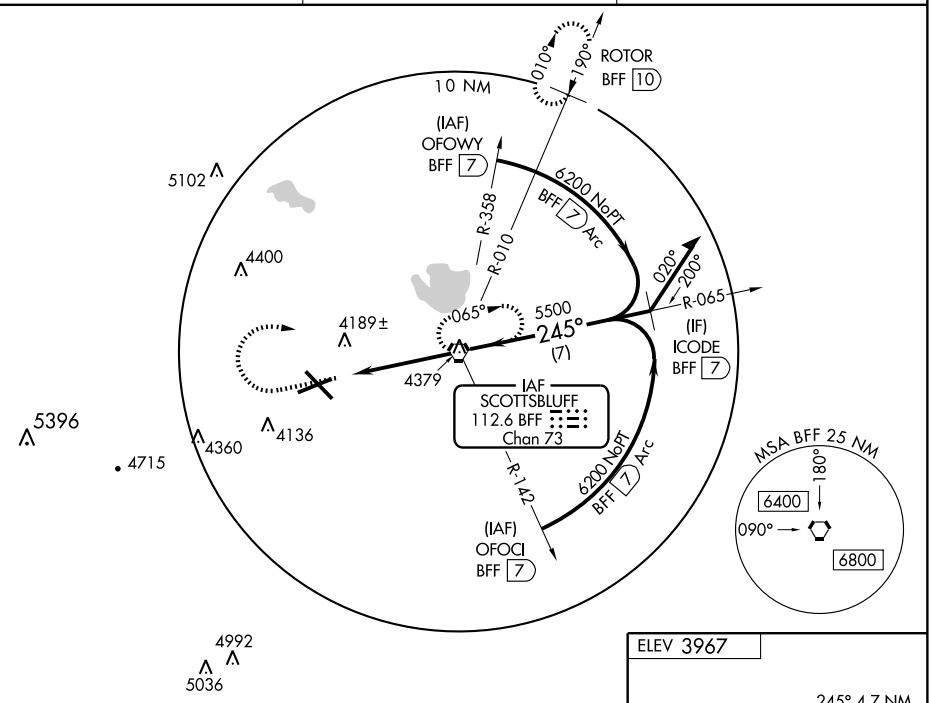
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

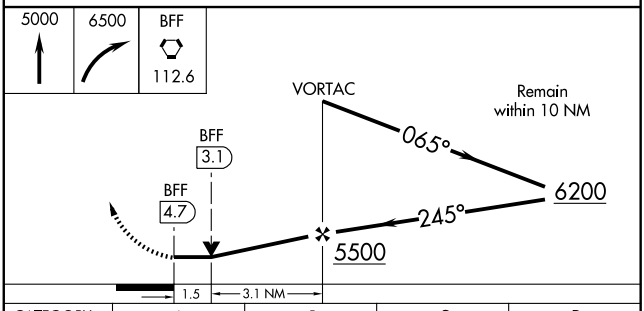
VOR or TACAN RWY 23

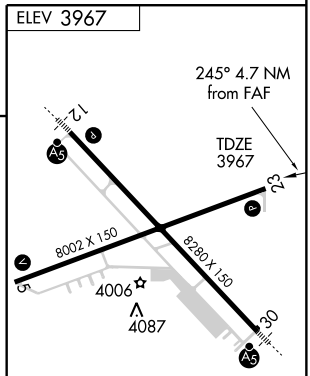
If local altimeter setting not received, use Alliance altimeter setting and increase al MDAs 100 feet, increase S-23 CAT C/D visibilities ¼ mile, increase circling Cat C/D visibilities ¼ mile. VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct BFF VORTAC and hold (TACAN aircraft continue climb to 7300 via BFF R-010 to ROTOR 10 DME and hold north, right turn 190° inbound).

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-23	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4500-1¾ 533 (600-1¾)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

FAF to MAP 4.7 NM

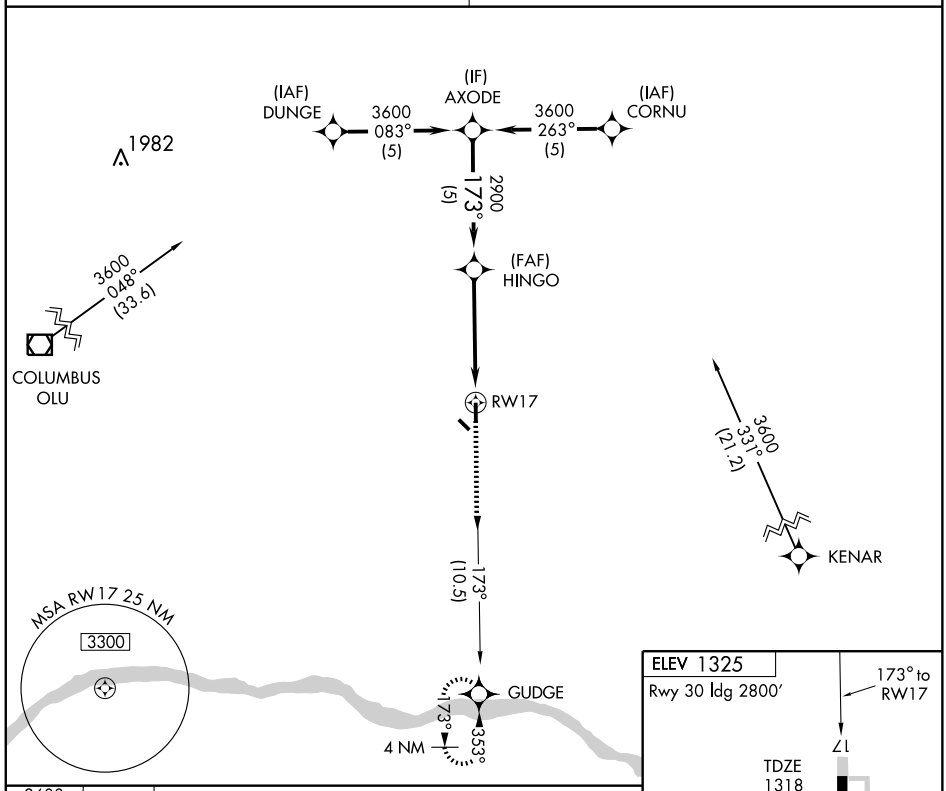
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

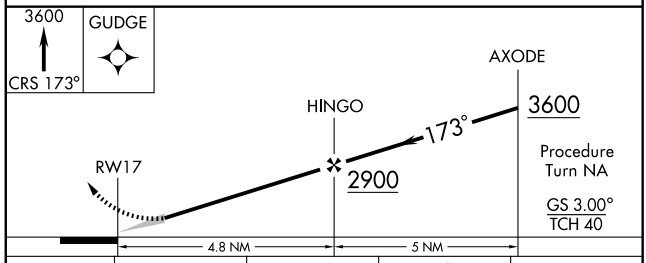
NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
173°	TDZE	1318
	Apt Elev	1325

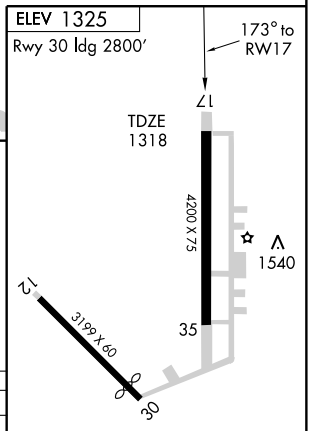
RNAV (GPS) RWY 17
SCRIBNER STATE (SCB)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 173° course to GUDGE WP and hold.
	OMAHA APP CON 120.1 354.05	CTAF 122.9





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1700-1¼ 382 (400-1¼)		NA	
LNAV MDA	1820-1 502 (600-1)		NA	
CIRCLING	1900-1¼ 575 (600-1¼)		NA	

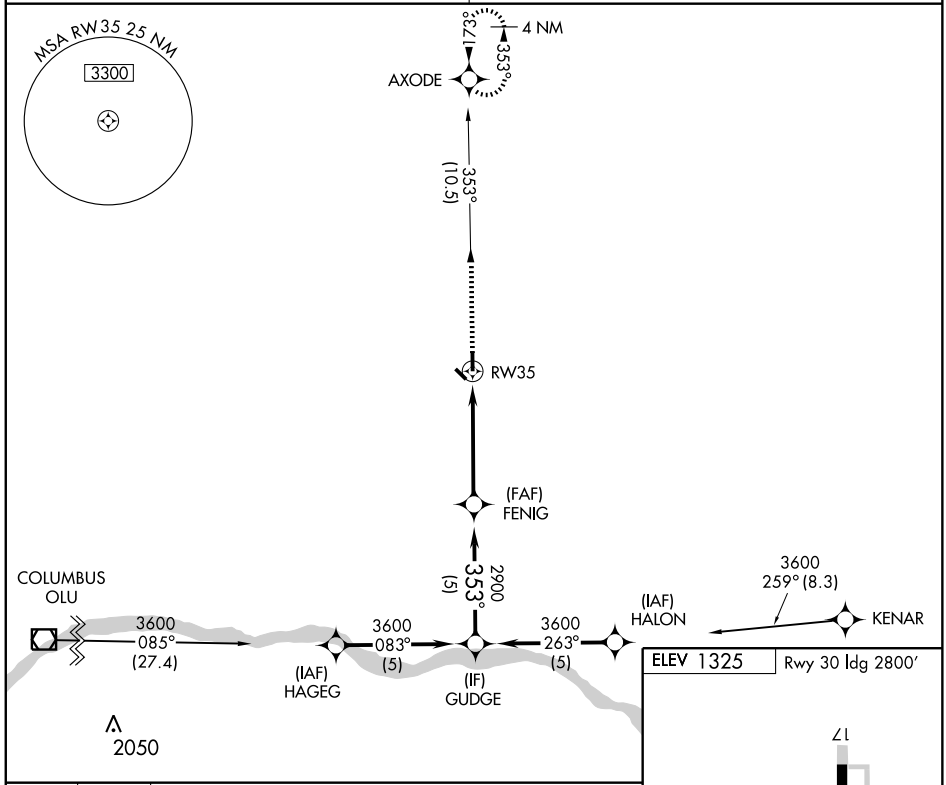


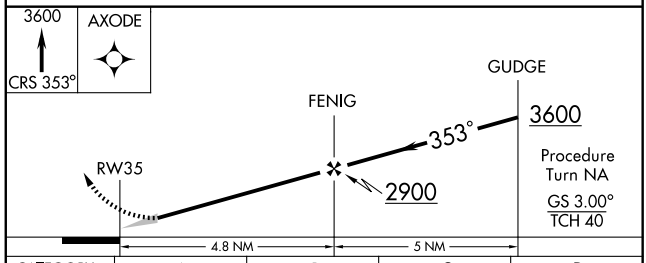
NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4200
353°	TDZE	1319
	Apt Elev	1325

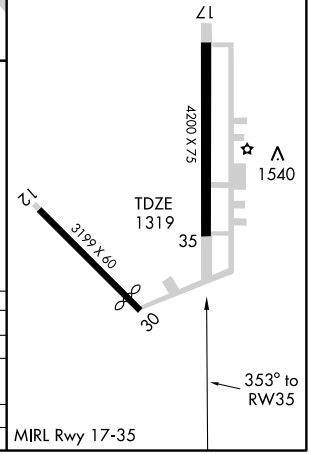
RNAV (GPS) RWY 35
SCRIBNER STATE (SCB)

⚠ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 353° course to AXODE WP and hold.
	OMAHA APP CON 120.1 354.05	CTAF 122.9





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1720-1½	401 (500-1½)	NA	
LNAV MDA	1840-1	521 (600-1)	NA	
CIRCLING	1900-1½	575 (600-1½)	NA	



NC-2, 08 APR 2010 to 06 MAY 2010

VOR/DME SCB	APP CRS	Rwy Idg	4200
111.0	341°	TDZE	1319
Chan 47		Apt Elev	1325

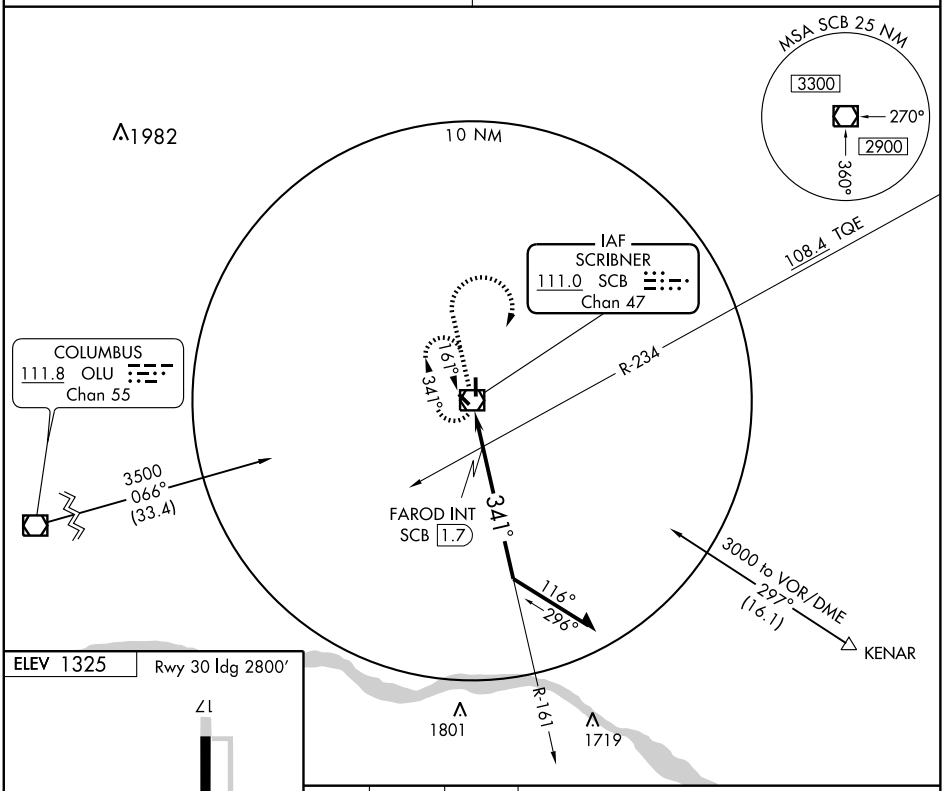
VOR RWY 35
SCRIBNER STATE (SCB)

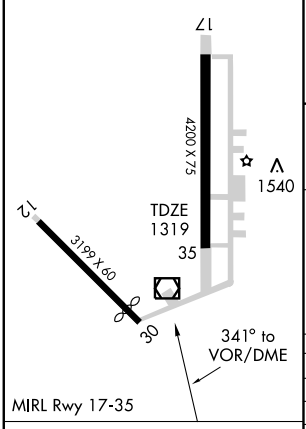
NA — Use Fremont altimeter setting.

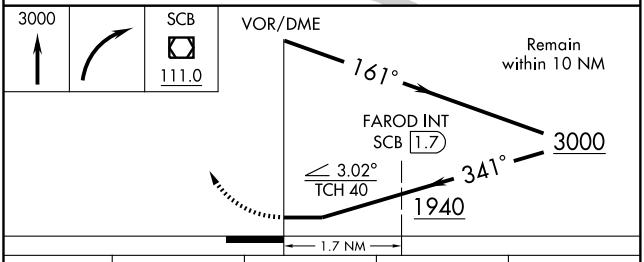
MISSED APPROACH: Climb to 3000 then right turn direct SCB VOR/DME and hold.

OMAHA APP CON **120.1 354.05**

CTAF **122.9**







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-35	1940-1	621 (700-1)	NA	
CIRCLING	1940-1	615 (700-1)	NA	
FAROD FIX MINIMUMS				
S-35	1800-1	481 (500-1)	NA	
CIRCLING	1900-1	575 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

NDB SWT	APP CRS	Rwy Idg	4200
269	173°	TDZE	1504
		Apt Elev	1505

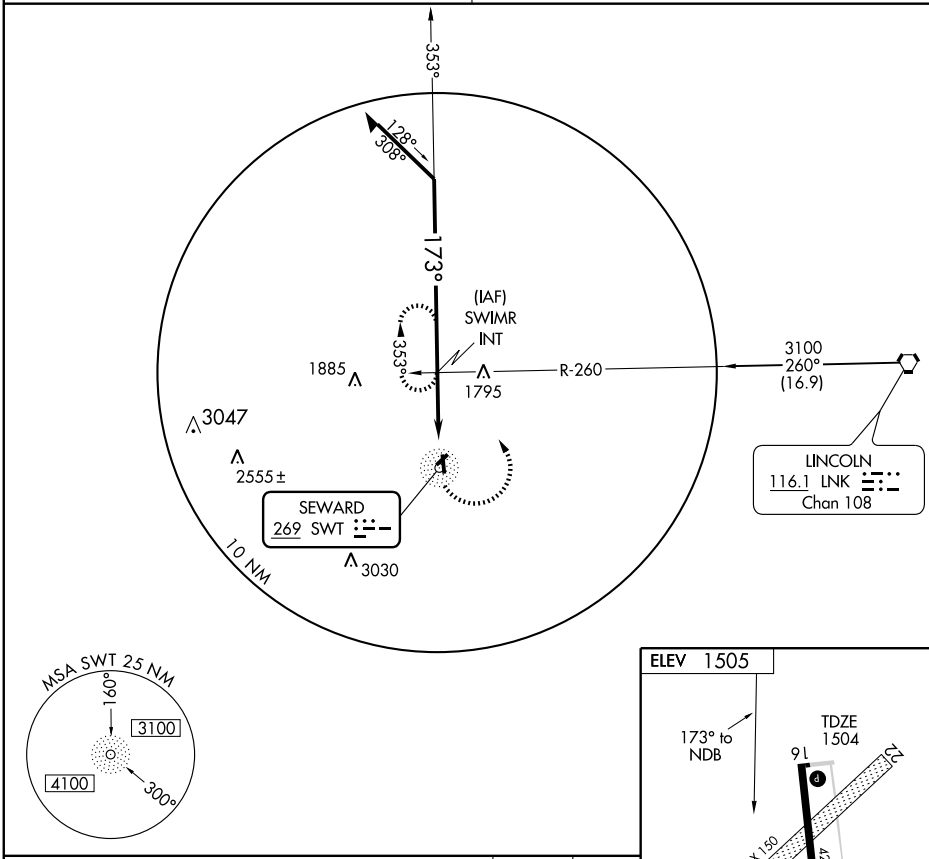
NDB RWY 16
SEWARD MUNI (SWT)

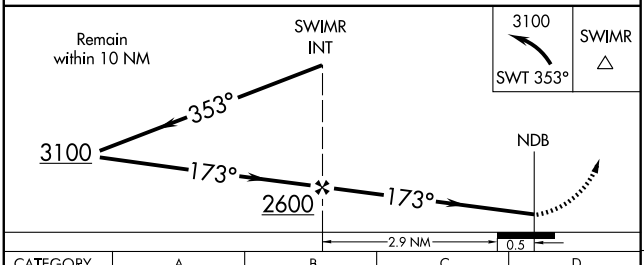
T
A NA Use Lincoln altimeter setting.

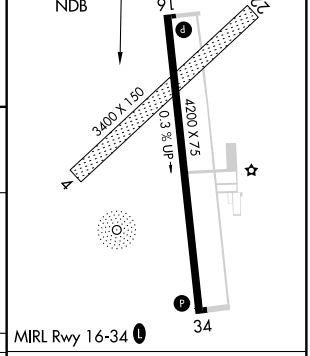
MISSED APPROACH: Climbing left turn to 3100 via SWT 353° bearing to SWIMR Int and hold.

LINCOLN APP CON *
124.0 270.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	2040-1	536 (600-1)	NA	
CIRCLING	2040-1	535 (600-1)	NA	

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NC-2, 08 APR 2010 to 06 MAY 2010

NDB SWT	APP CRS	Rwy Idg	4200
269	340°	TDZE	1505
		Apt Elev	1505

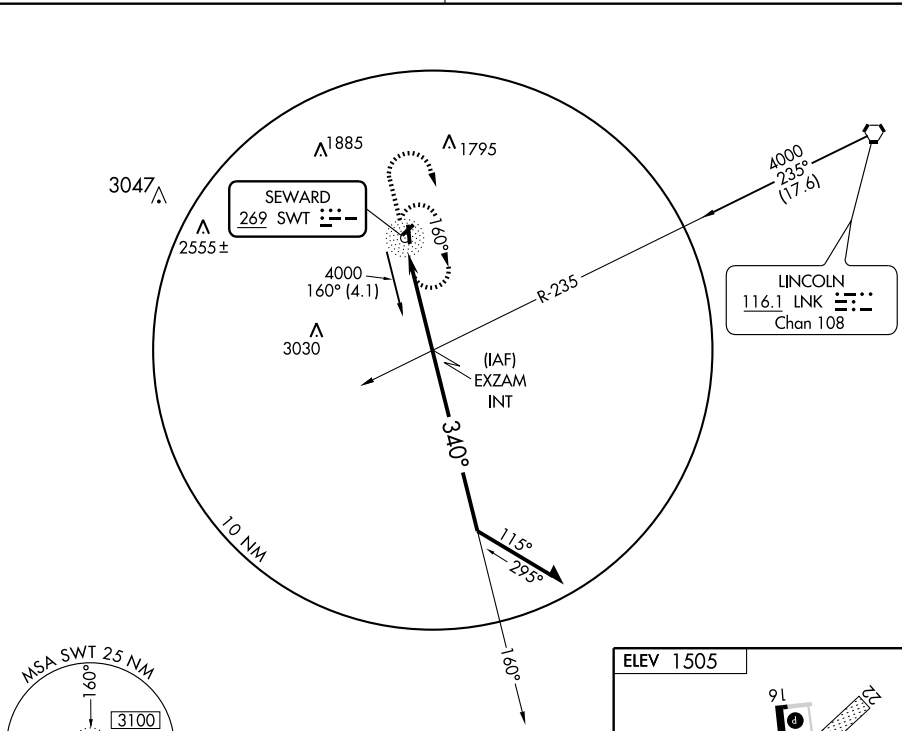
NDB RWY 34
SEWARD MUNI (SWT)

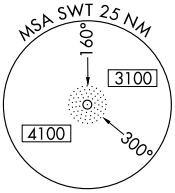
NA Use Lincoln altimeter setting.

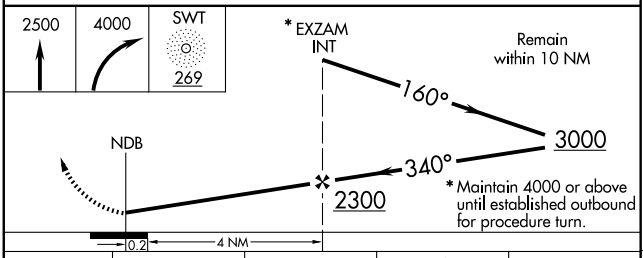
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct SWT NDB and hold.

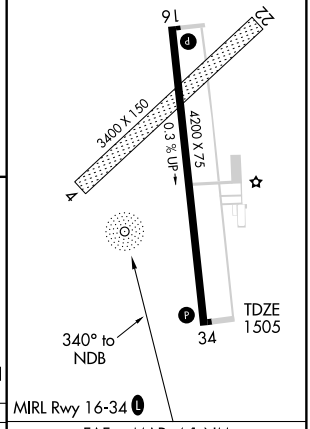
LINCOLN APP CON * 124.0 270.3

UNICOM 122.8 (CTAF) L









CATEGORY	A	B	C	D
S-34	2000-1	495 (500-1)	NA	
CIRCLING	2020-1	515 (600-1)	NA	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4200
CH 56507	168°	TDZE	1505
W16A		Apt Elev	1506

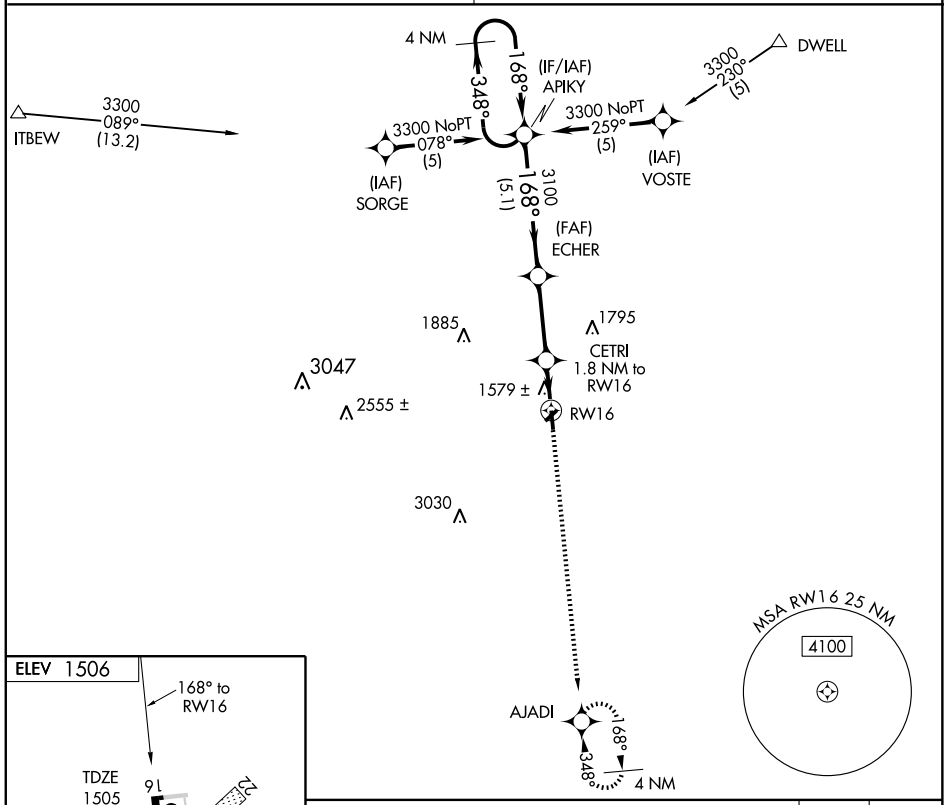
RNAV (GPS) RWY 16
SEWARD MUNI (SWT)

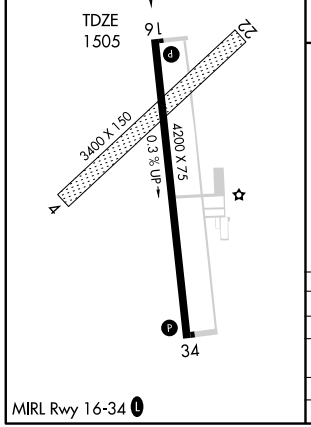
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Lincoln altimeter setting.

MISSED APPROACH: Climb to 3300 direct AJADI and hold.

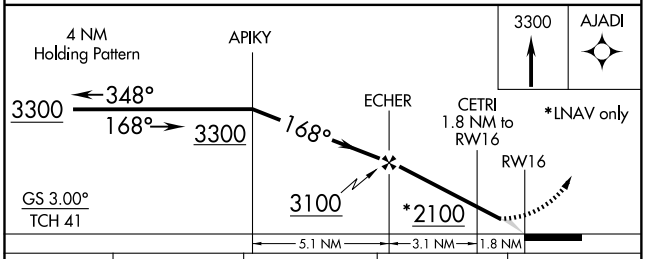
LINCOLN APP CON* 124.0 270.3

UNICOM 122.8 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	1832-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	1926-1½	421 (500-1½)	NA	
LNAV MDA	1960-1	455 (500-1)	NA	
CIRCLING	2020-1	514 (600-1)	NA	

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4200
CH 82407	348°	TDZE	1506
W34A		Apt Elev	1506

RNAV (GPS) RWY 34
SEWARD MUNI (SWT)

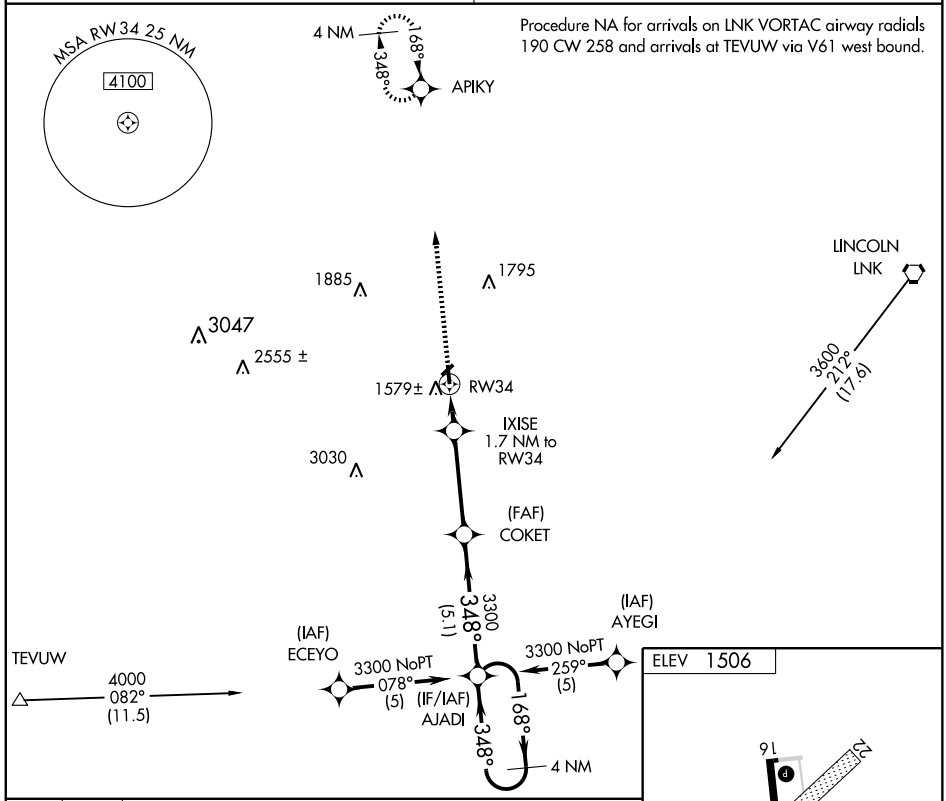
Baro-VNAV NA. DME/DME RNP-0.3NA.
Visibility reduction by helicopters NA
Use Lincoln altimeter setting.

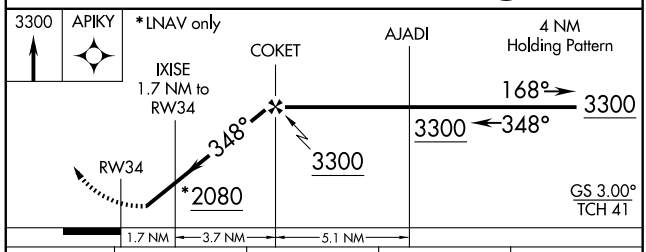
MISSED APPROACH: Climb to 3300 direct APIKY and hold.

LINCOLN APP CON *
124.0 270.3

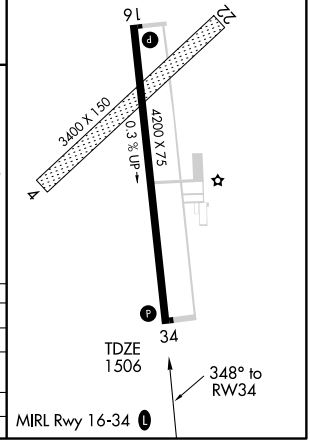
UNICOM
122.8 (CTAF) L

Procedure NA for arrivals on LNK VORTAC airway radials 190 CW 258 and arrivals at TEVUW via V61 west bound.





CATEGORY	A	B	C	D
LPV DA	1833-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	1926-1½	420 (500-1½)	NA	
LNAV MDA	1960-1	454 (500-1)	NA	
CIRCLING	2020-1	514 (600-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6600
CH 82303	124°	TDZE	4313
W13A		Apt Elev	4313

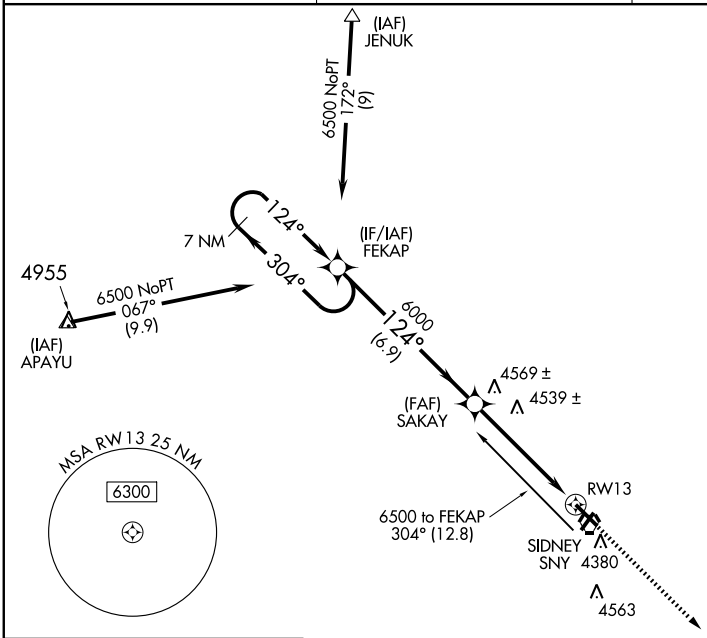
RNAV (GPS) RWY 13

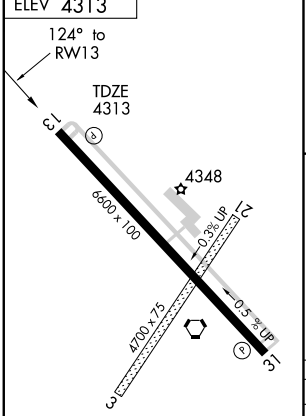
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct GIGDE and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L



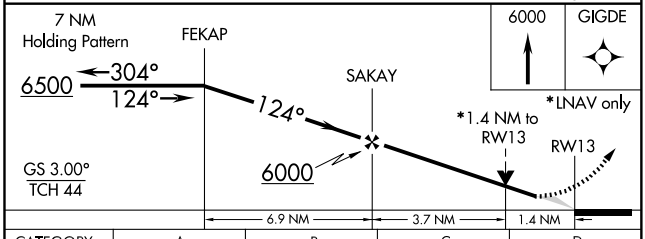


REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

Procedure NA for arrivals at SNY VORTAC via V138 eastbound.





CATEGORY	A	B	C	D
LPV DA	4563-¾ 250 (300-¾)			
LNAV MDA	4800-1 487 (500-1)		4800-1¼ 487 (500-1¼)	4800-1½ 487 (500-1½)
CIRCLING	4800-1 487 (500-1)		4800-1½ 487 (500-1½)	4880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	6600
CH 86303	304°	TDZE	4290
W31A		Apt Elev	4313

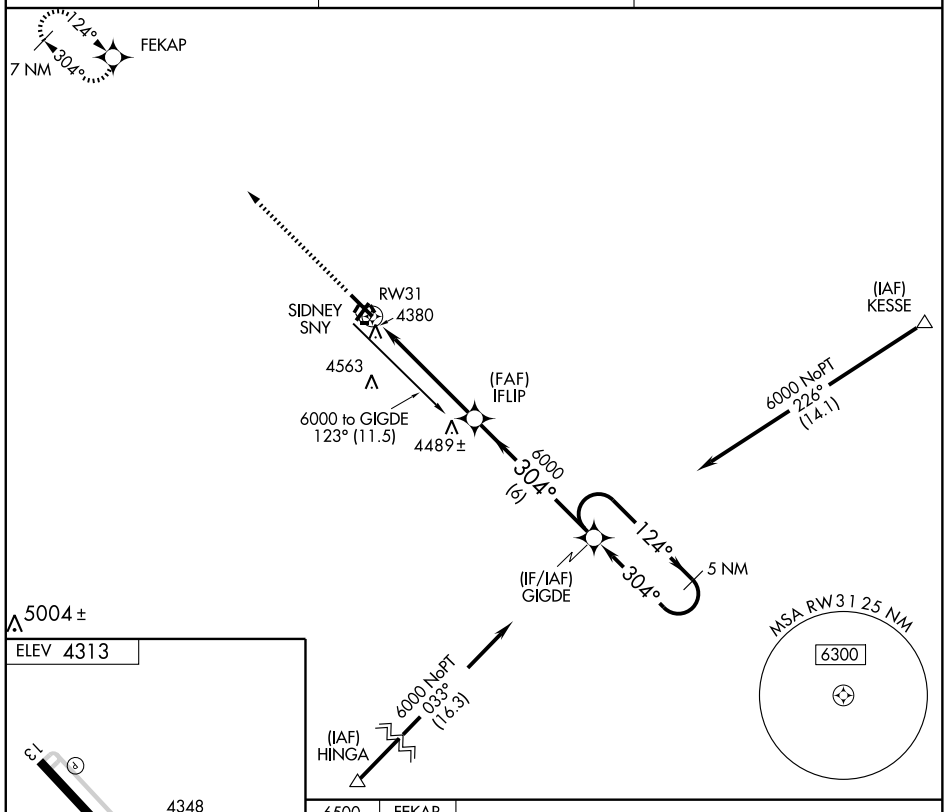
RNAV (GPS) RWY 31

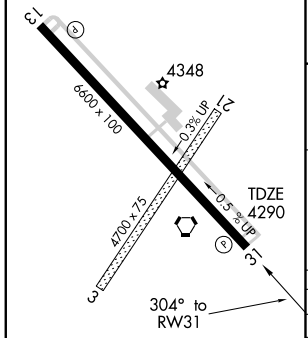
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

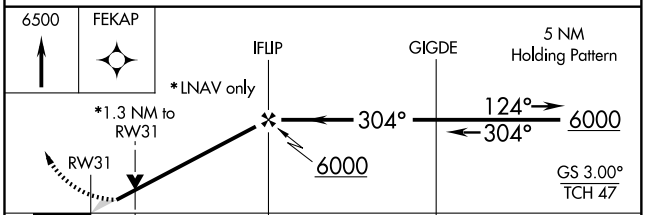
When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, increase LPV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 direct FEKAP and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4540-1 250 (300-1)			
LNAV MDA	4740-1 450 (500-1)		4740-1¼ 450 (500-1¼)	4740-1½ 450 (500-1½)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg 6600 TDZE 4313 Apt Elev 4313

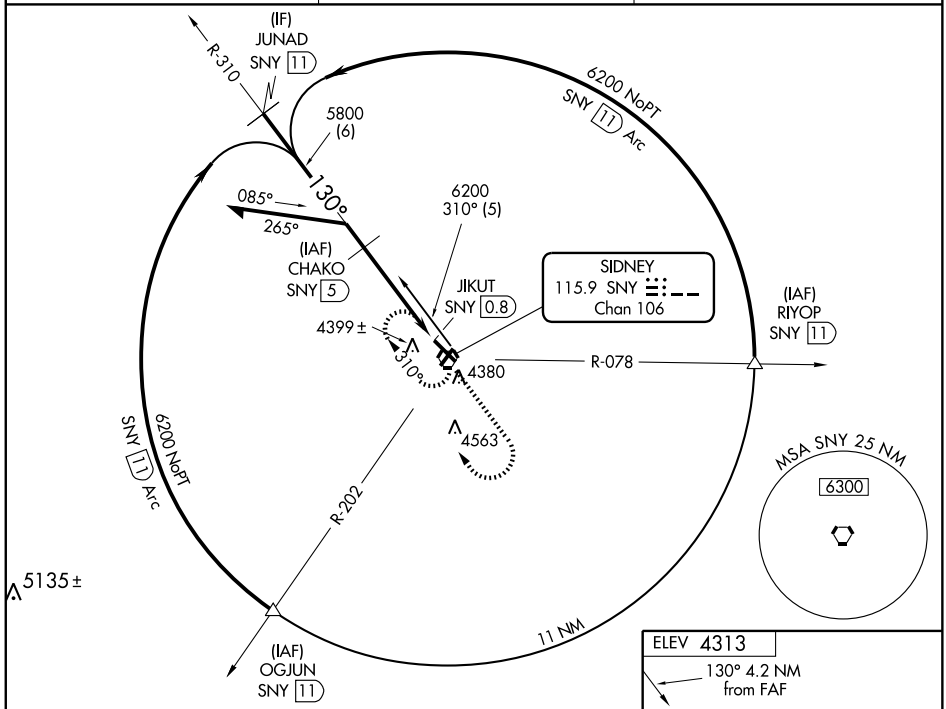
VOR/DME or TACAN RWY 13

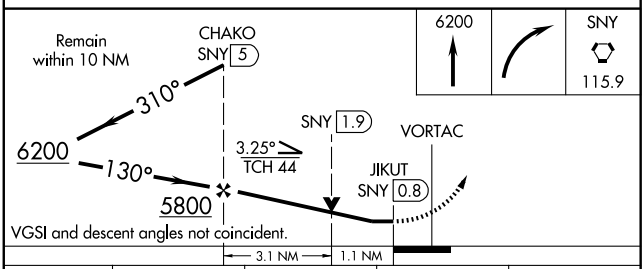
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

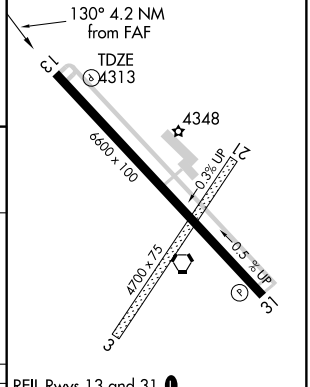
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and S-13 Cats C and D visibility ½ mile, circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6200 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then climbing left turn to 6000 via heading 065 and SNY R-078 to RIYOP/11 DME and hold East, right turn, 258° inbound.)

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	4700-1 387 (400-1)			4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 293°	Rwy Idg 6600 TDZE 4290 Apt Elev 4313

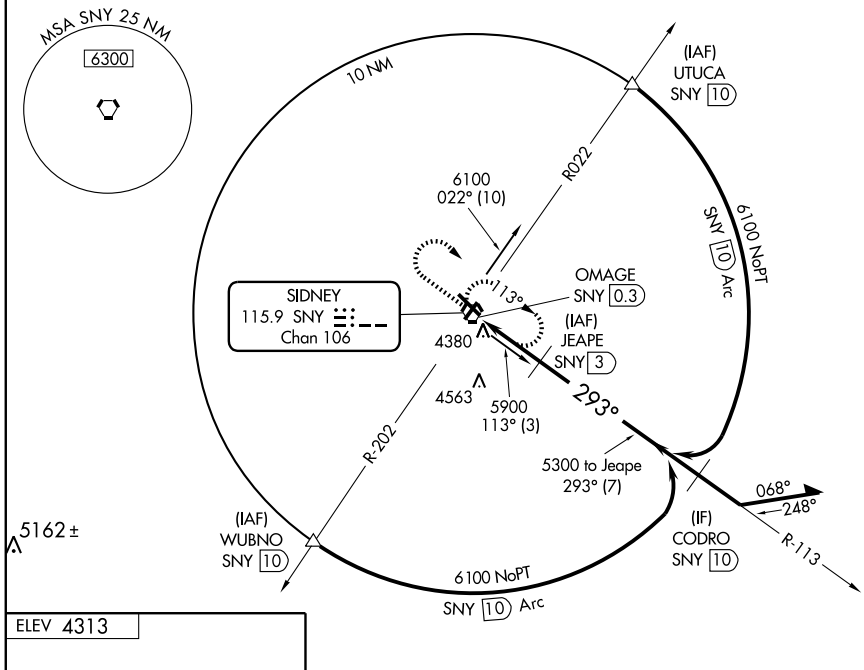
VOR/DME or TACAN RWY 31

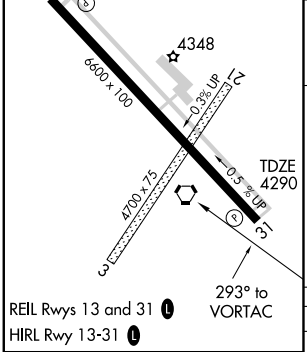
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-31 Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

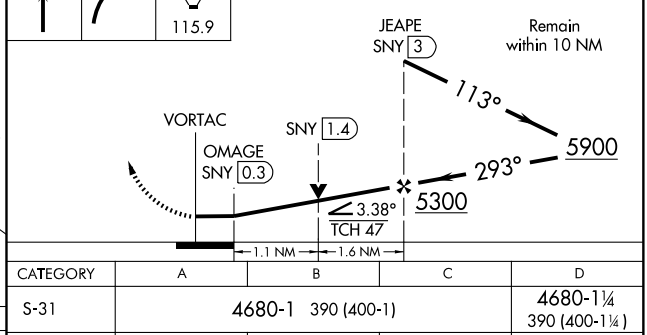
MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, 142° inbound.)

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2. 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg 6600 TDZE 4313 Apt Elev 4313

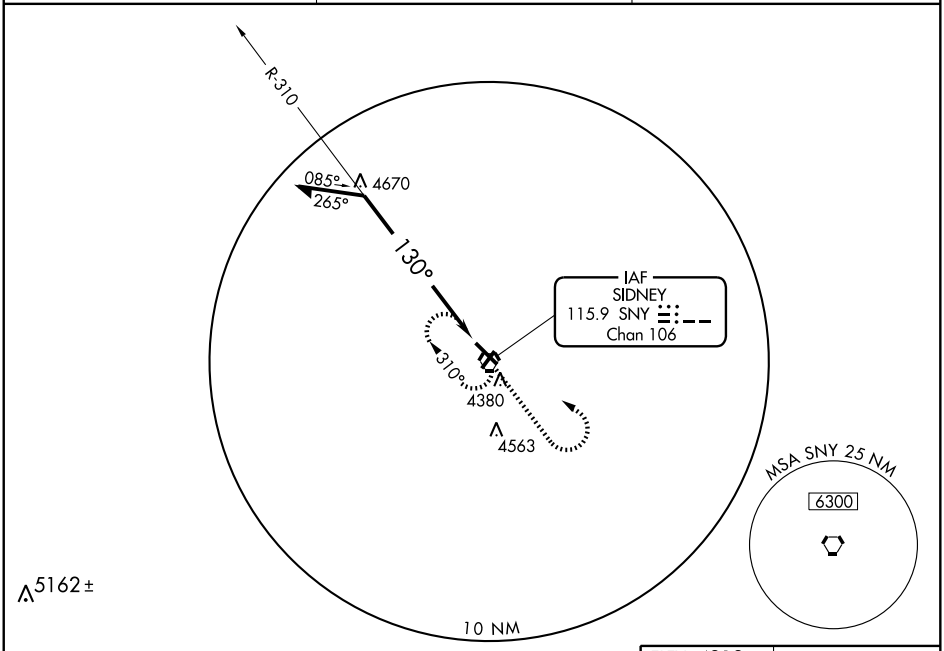
VOR RWY 13

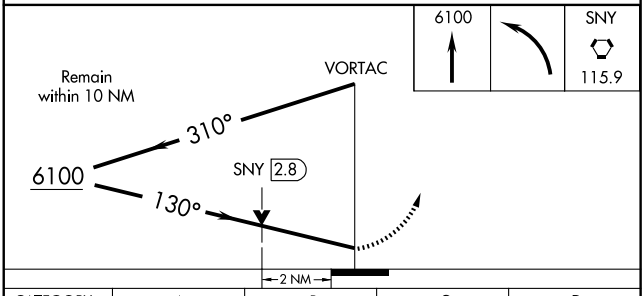
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

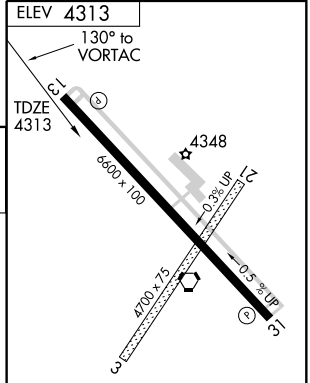
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-13 and circling Cat B visibility ¼ mile, Cats C and D visibility ¾ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then left turn direct SNY VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	4980-1	667 (700-1)	4980-1¾ 667 (700-1¾)	4980-2 667 (700-2)
CIRCLING	4980-1	667 (700-1)	4980-1¾ 667 (700-1¾)	4980-2 667 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC SNY 115.9 Chan 106	APP CRS 293°	Rwy Idg 6600 TDZE 4290 Apt Elev 4313

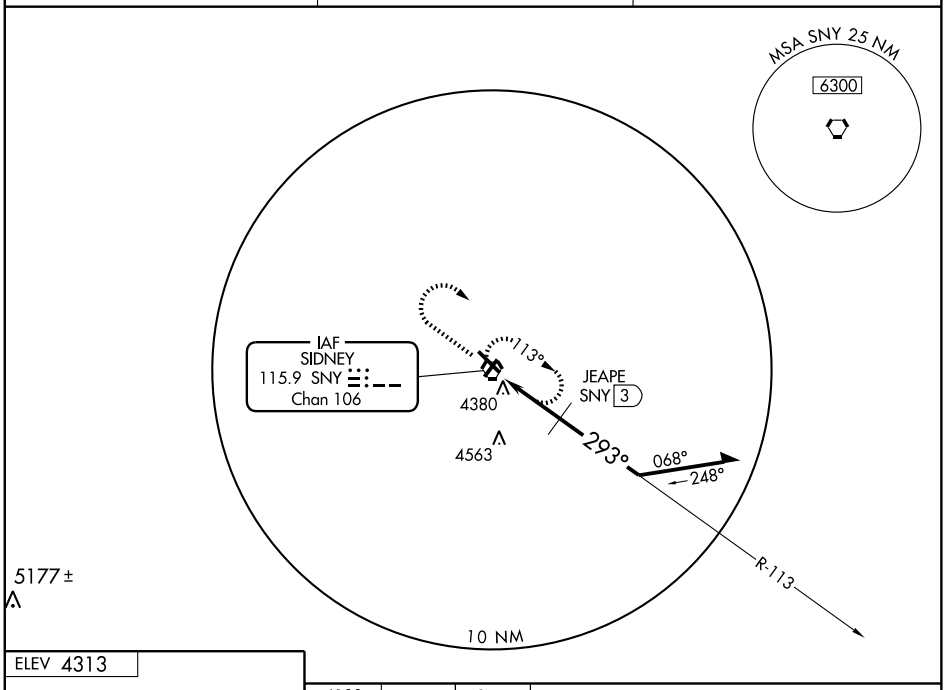
VOR RWY 31

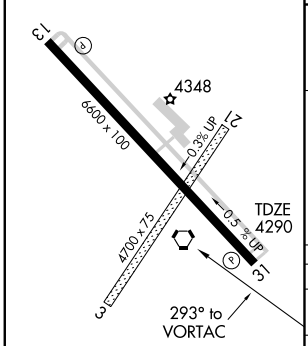
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet, increase all Cat B visibility ¼ mile and all Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

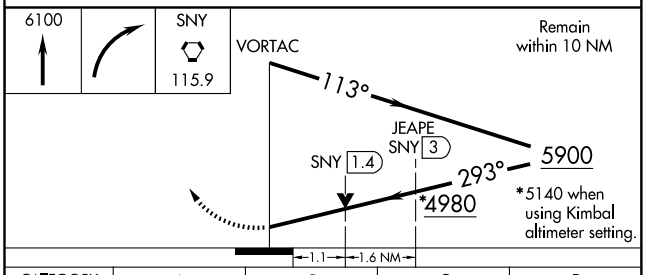
MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF)





REIL Rwys 13 and 31 (L)
HIRL Rwy 13-31 (L)



CATEGORY	A	B	C	D
S-31	4980-1 690 (700-1)		4980-2 690 (700-2)	4980-2¼ 690 (700-2¼)
CIRCLING	4980-1 667 (700-1)		4980-2 667 (700-2)	4980-2¼ 667 (700-2¼)
JEAPE FIX MINIMUMS				
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4700-1 387 (400-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2, 08 APR 2010 to 06 MAY 2010

VORTAC TKO 109.8 Chan 35	APP CRS 022°	Rwy Idg N/A TDZE N/A Apt Elev 1691

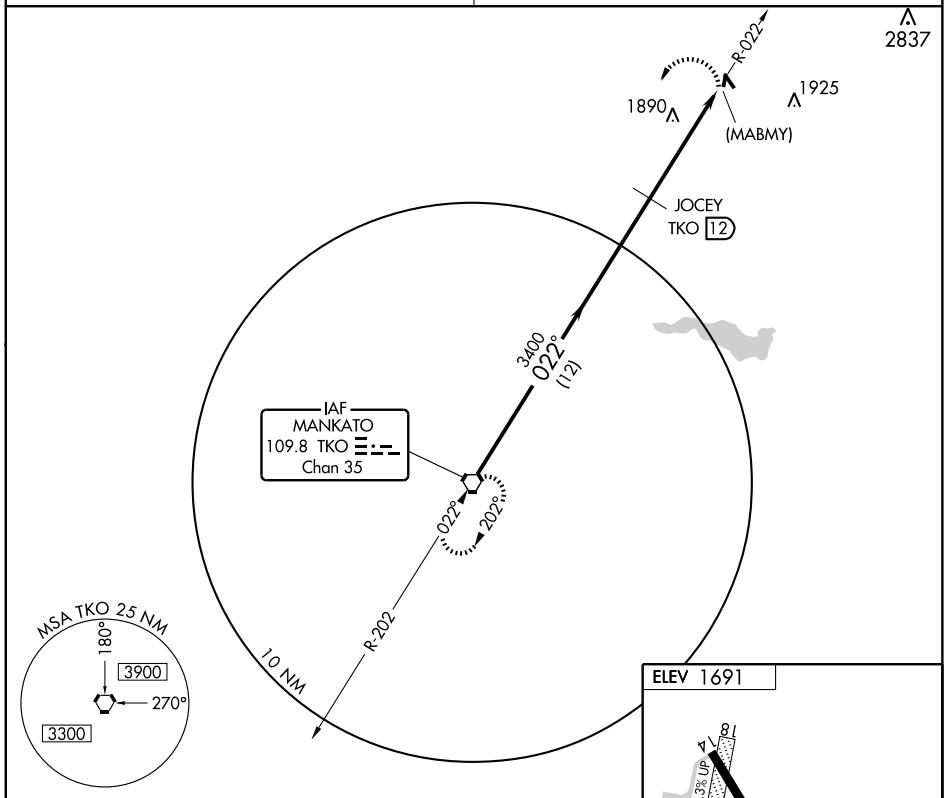
VOR/DME or GPS-A

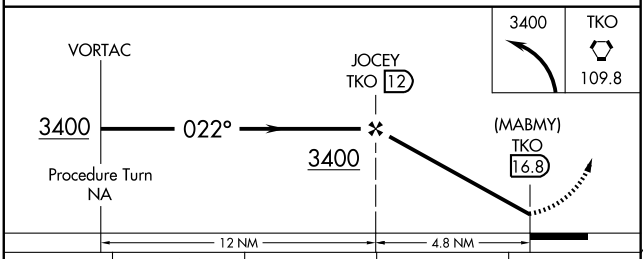
SUPERIOR MUNI (12K)

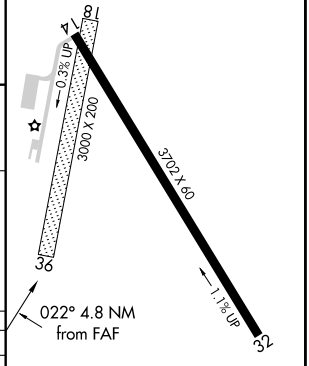
Use Hastings altimeter setting; if not received, use Grand Island altimeter setting.

MISSED APPROACH: Climbing left turn to 3400 direct TKO VORTAC and hold.

MINNEAPOLIS CENTER	UNICOM
119.4 278.8	123.0 (CTAF) L







LIRL Rwy 14-32 L

CATEGORY	A	B	C	D
CIRCLING	2360-1 669 (700-1)		2360-1¾ 669 (700-1¾)	NA
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
CIRCLING	2400-1 709 (800-1)		2400-2 709 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
146°	TDZE	1027
	Apt Elev	1027

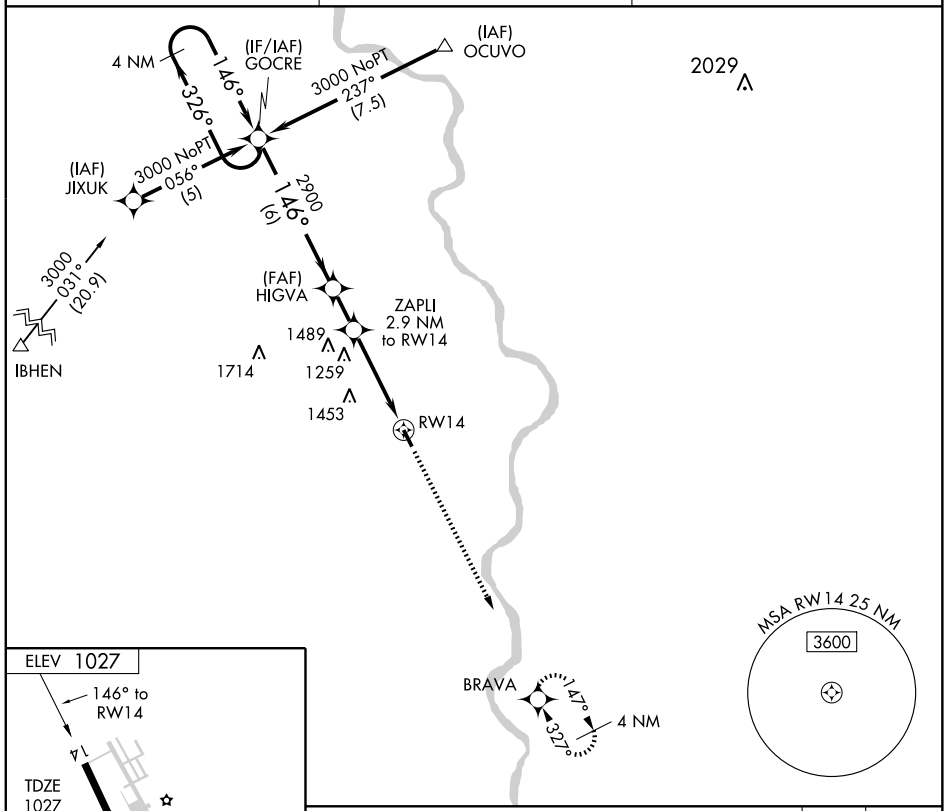
RNAV (GPS) RWY 14

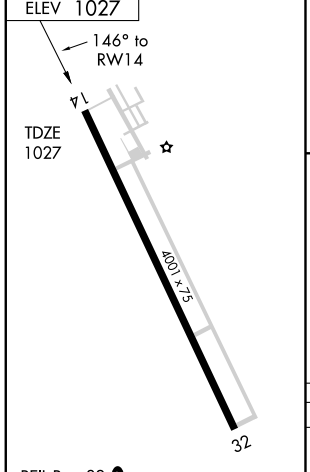
TEKAMAH MUNI (TQE)

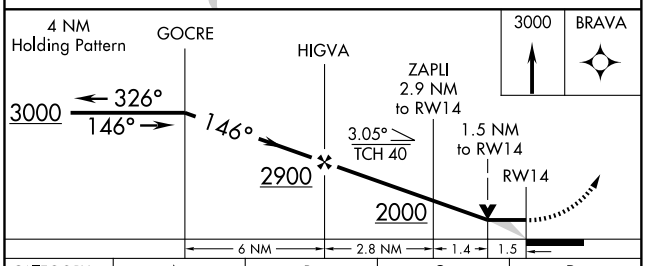
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile. VDP NA with Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA
CIRCLING	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4001
327°	TDZE	1026
	Apt Elev	1027

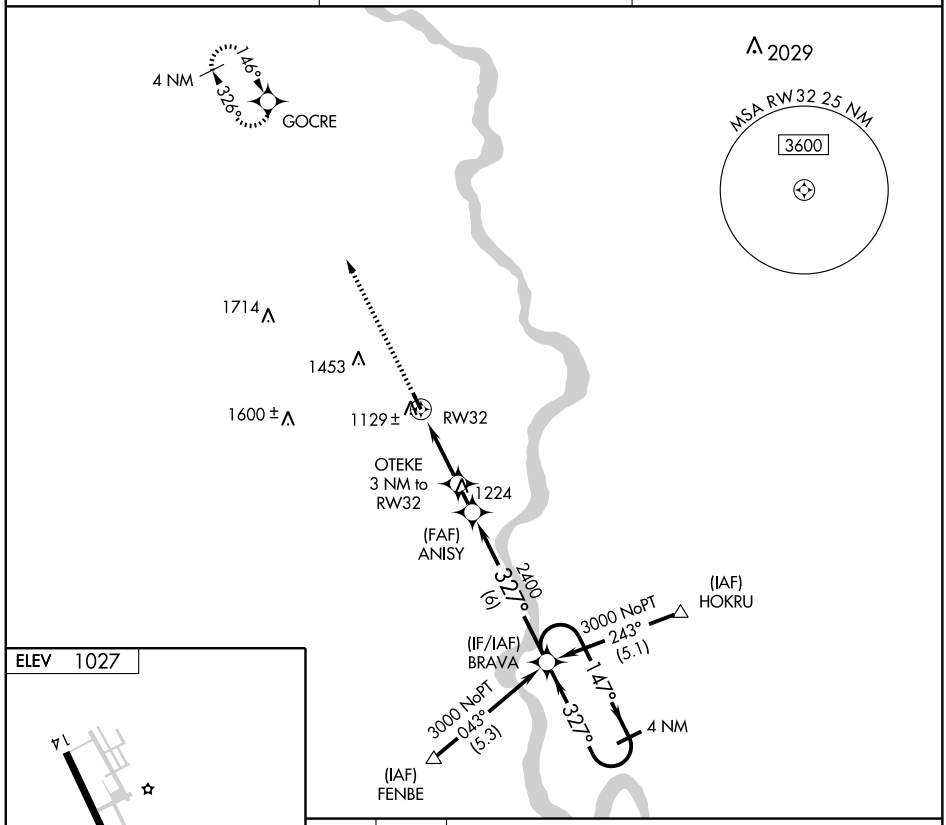
RNAV (GPS) RWY 32

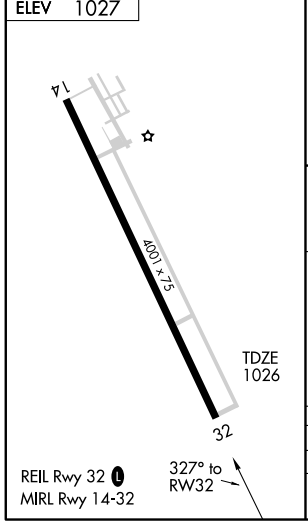
TEKAMAH MUNI (TQE)

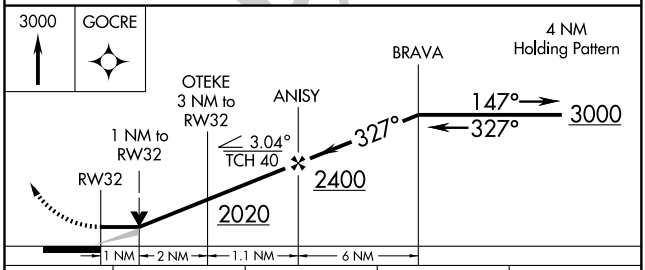
DME/DME RNP-0.3 NA. VDP NA with Fremont altimeter setting. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOCRE and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 354 (400-1)			NA
CIRCLING	1460-1 433 (500-1)	1480-1 453 (500-1)	1480-1½ 453 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

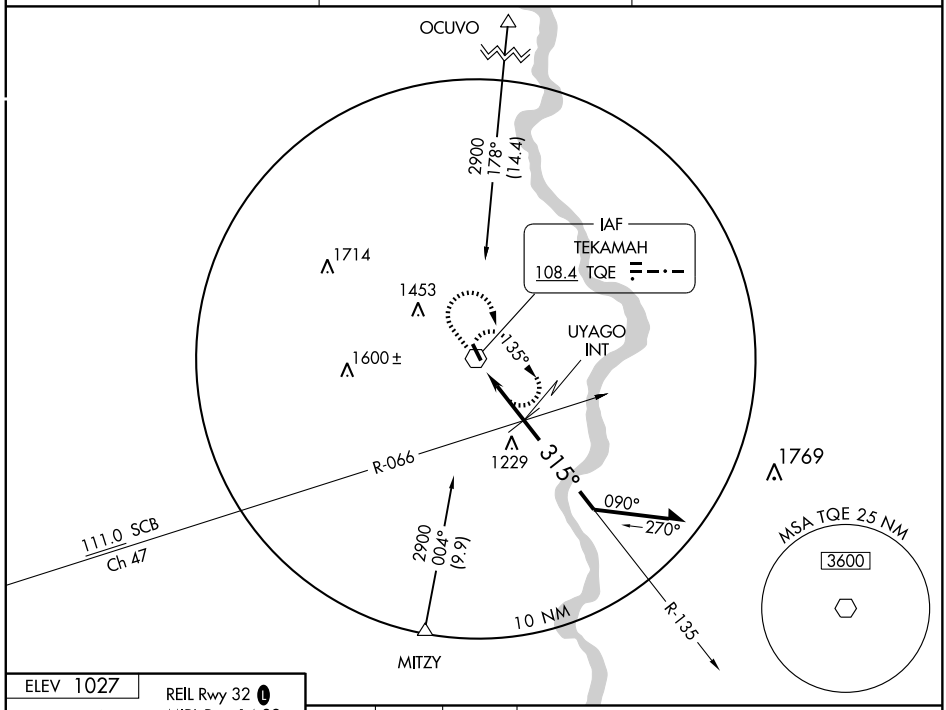
VOR TQE 108.4	APP CRS 315°	Rwy Idg 4001 TDZE 1026 Apt Elev 1027

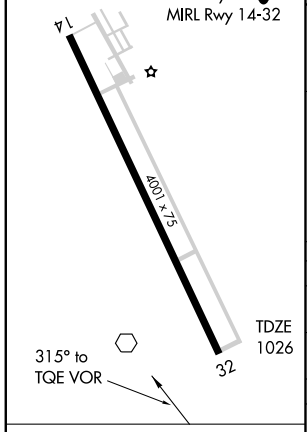
VOR RWY 32
TEKAMAH MUNI (TQE)

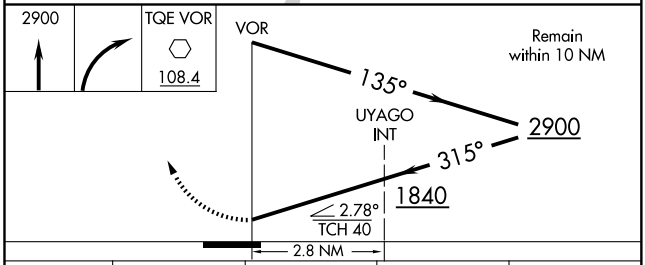
When local altimeter setting not received, use Fremont altimeter setting and increase UYAGO fix minimums MDAs 100 feet, and S-32 Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct TQE VOR and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-32	1840-1 814 (900-1)	1840-1¼ 814 (900-1¼)	1840-2½ 814 (900-1½)	NA
CIRCLING	1840-1 813 (900-1)	1840-1¼ 813 (900-1¼)	1840-2½ 813 (900-1½)	NA
UYAGO FIX MINIMUMS				
S-32	1480-1 454 (500-1)		1480-1¼ 454 (500-1¼)	NA
CIRCLING	1480-1 453 (500-1)		1480-1½ 453 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
110°	TDZE	2925
	Apt Elev	2925

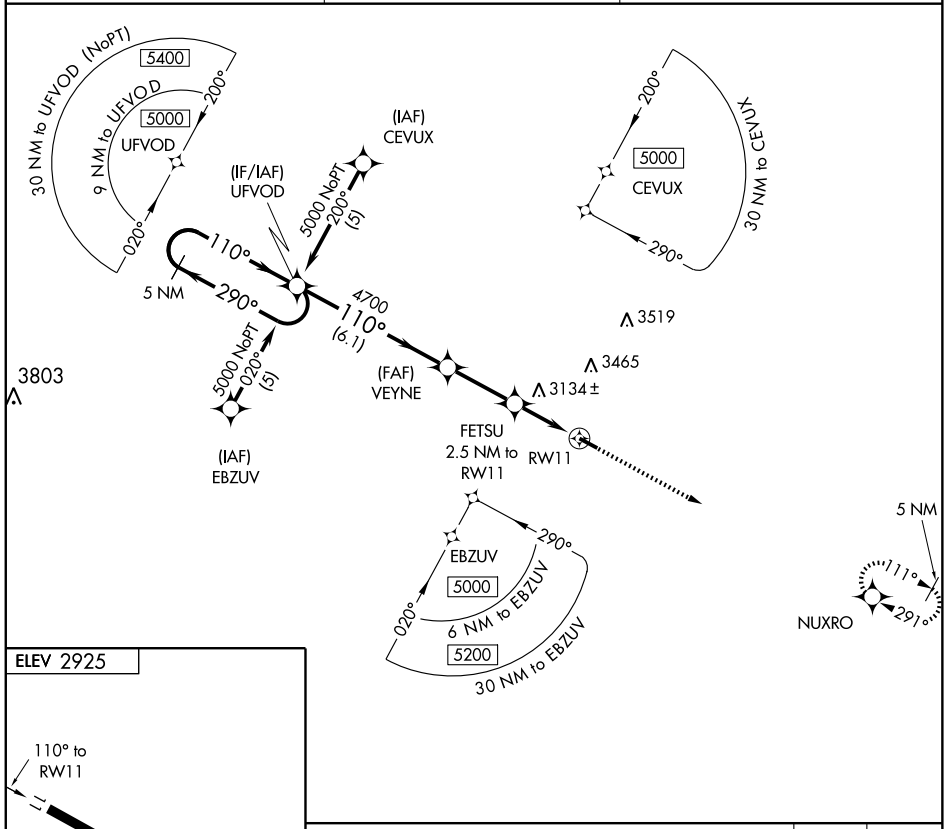
RNAV (GPS) RWY 11

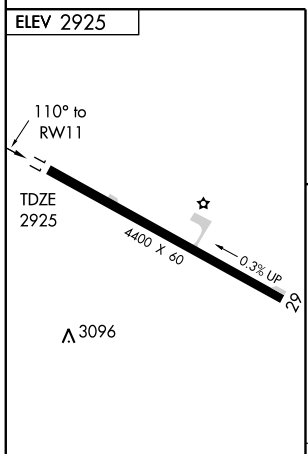
THEDFORD/ THOMAS COUNTY (TIF)

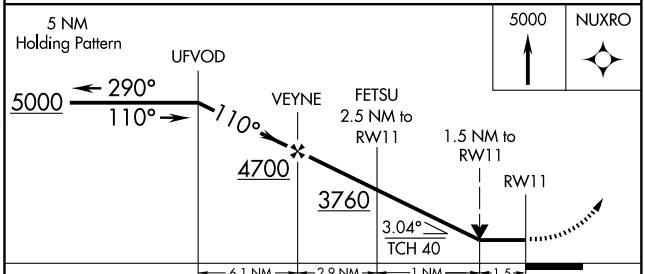
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct NUXRO and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
LNAV MDA	3440-1	515 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4400
291°	TDZE	2921
	Apt Elev	2925

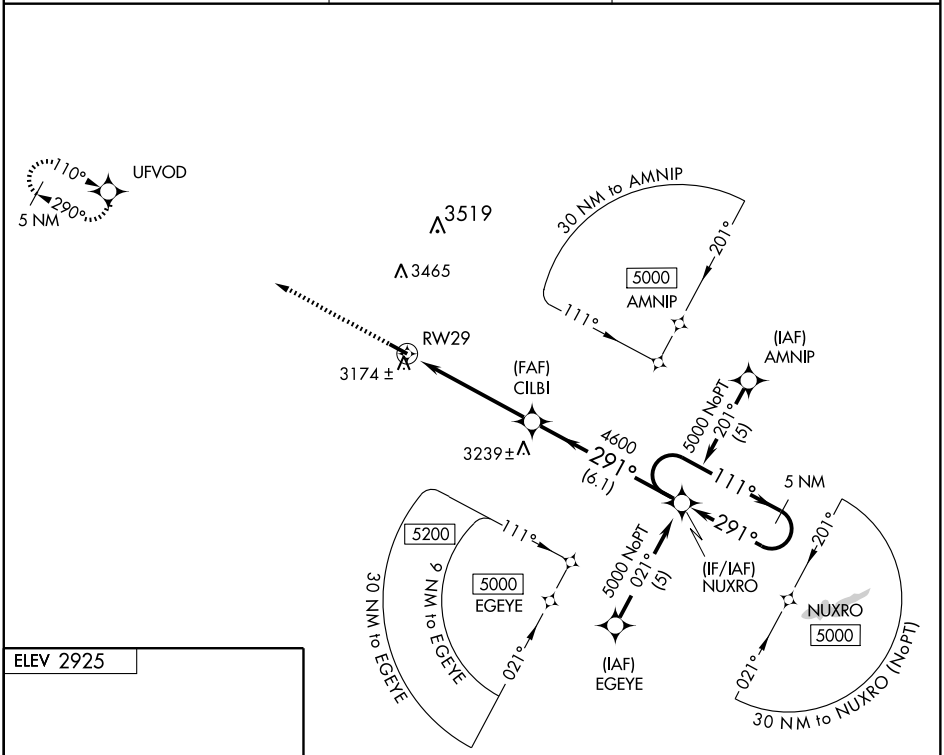
RNAV (GPS) RWY 29

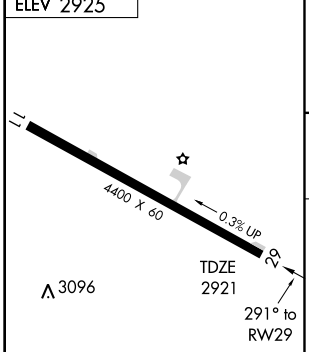
THEDFORD/ THOMAS COUNTY (TIF)

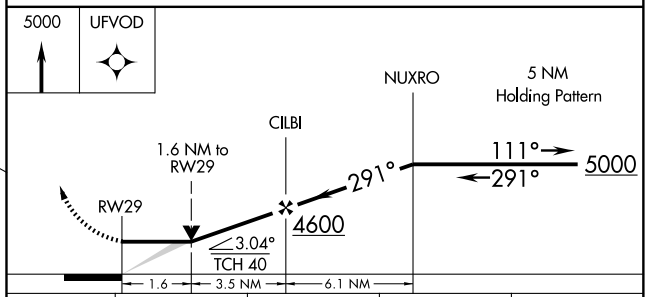
DME/DME RNP-0.3 NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct UFVOD and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
LNAV MDA	3480-1	559 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TDD	APP CRS	Rwy Idg	4400
108.6	272°	TDZE	2921
Chan 23		Apt Elev	2925

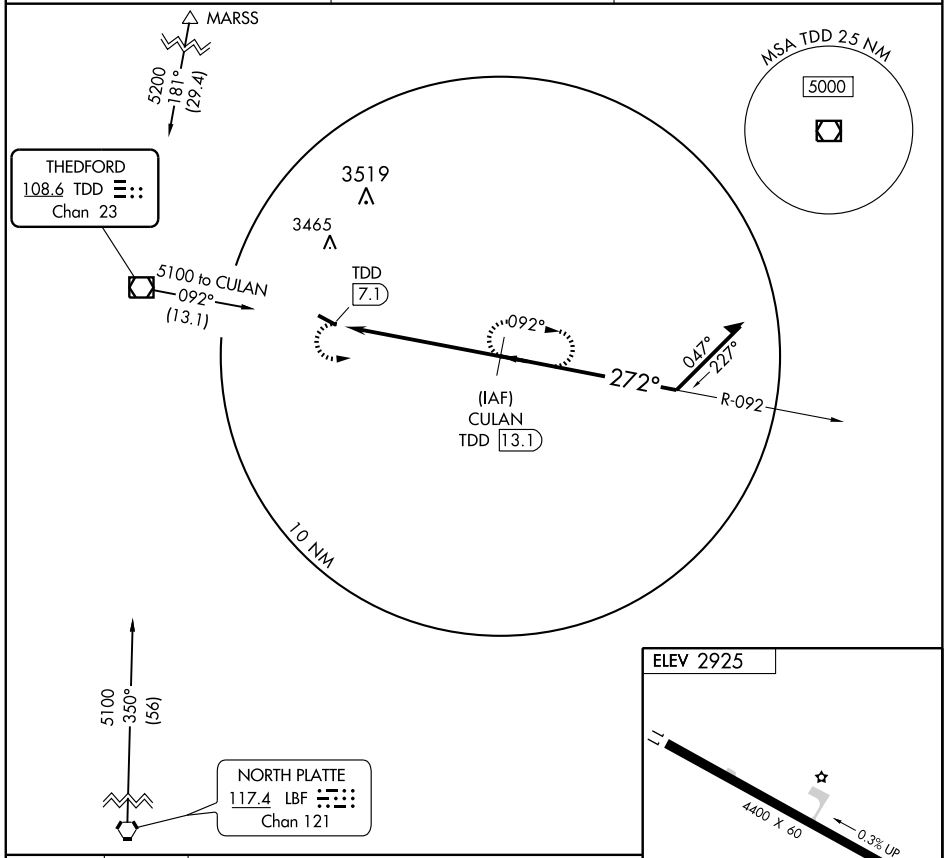
VOR/DME RWY 29

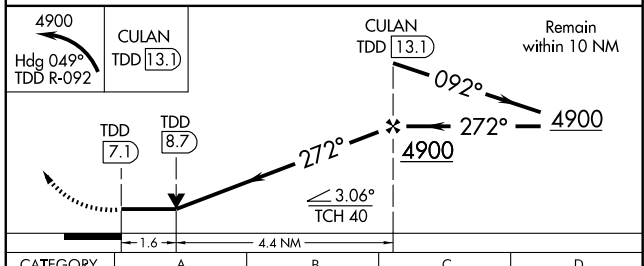
THEDFORD/ THOMAS COUNTY (TIF)

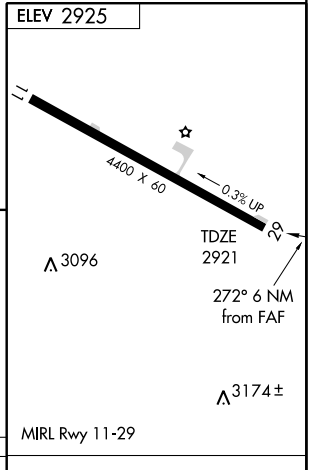
When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climbing left turn to 4900 via heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
S-29	3480-1	559 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2. 08 APR 2010 to 06 MAY 2010

VOR/DME TDD	APP CRS	Rwy Idg	4400
108.6	090°	TDZE	2925
Chan 23		Apt Elev	2925

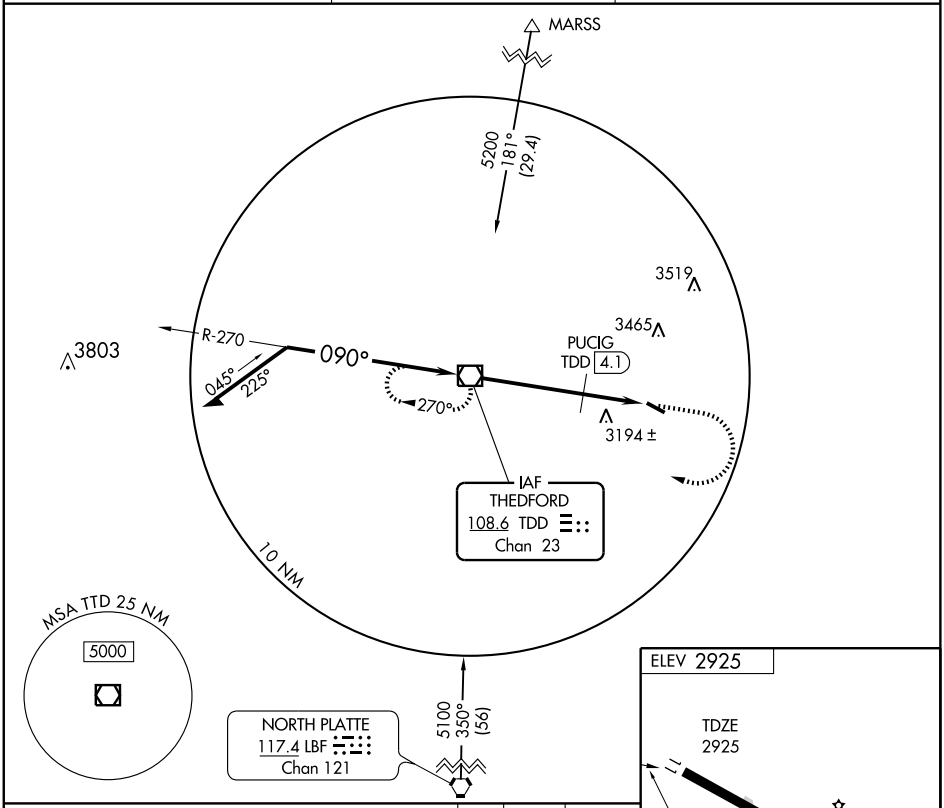
VOR RWY 11

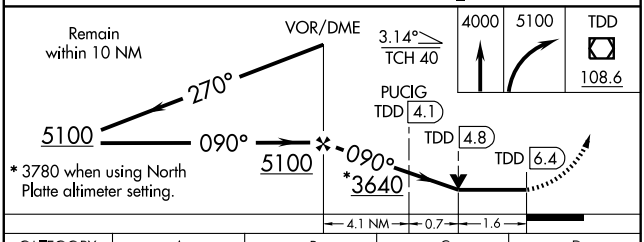
THEDFORD/ THOMAS COUNTY (TIF)

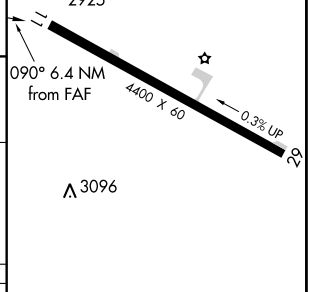
Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
S-11	3640-1	715 (800-1)	NA	
CIRCLING	3640-1	715 (800-1)	NA	
PUCIG FIX MINIMUMS				
S-11	3500-1	575 (600-1)	NA	
CIRCLING	3500-1	575 (600-1)	NA	

MIRL Rwy 11-29

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-2. 08 APR 2010 to 06 MAY 2010

VALENTINE, NEBRASKA

AL-5809 (FAA)

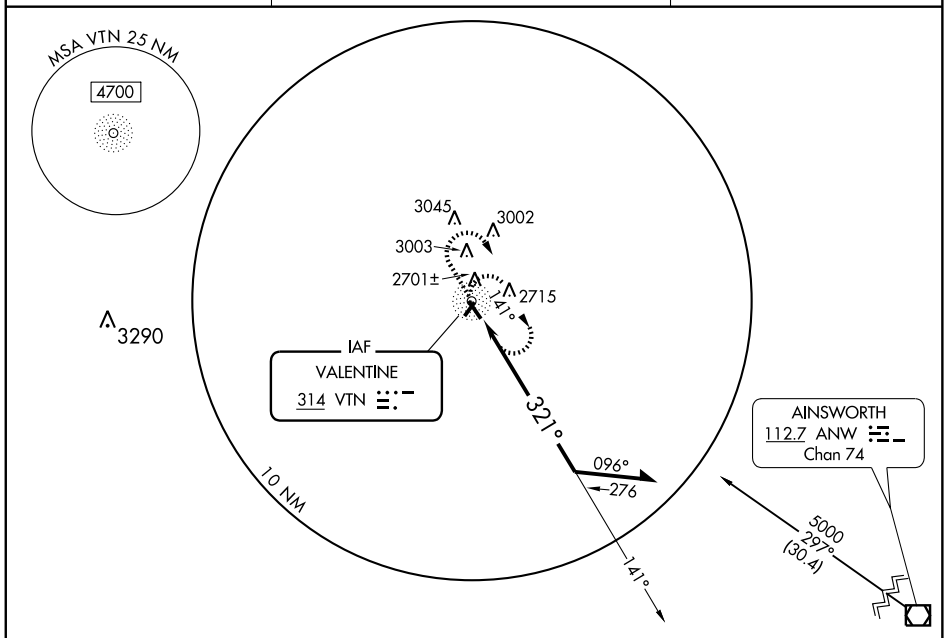
NDB VTN	APP CRS	Rwy Idg	4703
314	321°	TDZE	2588
		Apt Elev	2591

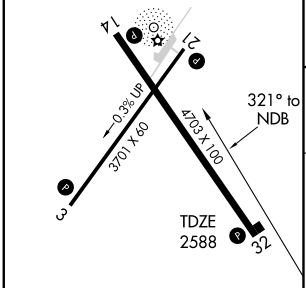
NDB RWY 32

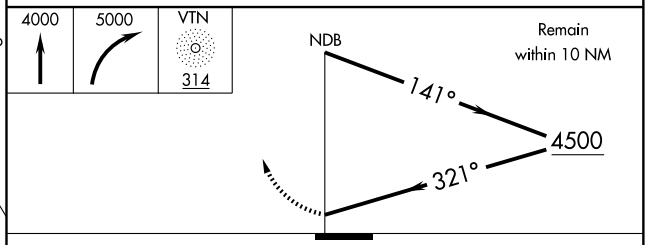
VALENTINE/MILLER FIELD (VTN)

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	3400-1 812 (900-1)	3400-1¼ 812 (900-1¼)	NA	
CIRCLING	3400-1 809 (900-1)	3400-1¼ 809 (900-1¼)	NA	

REIL Rwy 32 L
MIRL Rwys 3-21 and 14-32 L

NC-2. 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4703
137°	TDZE	2588
	Apt Elev	2591

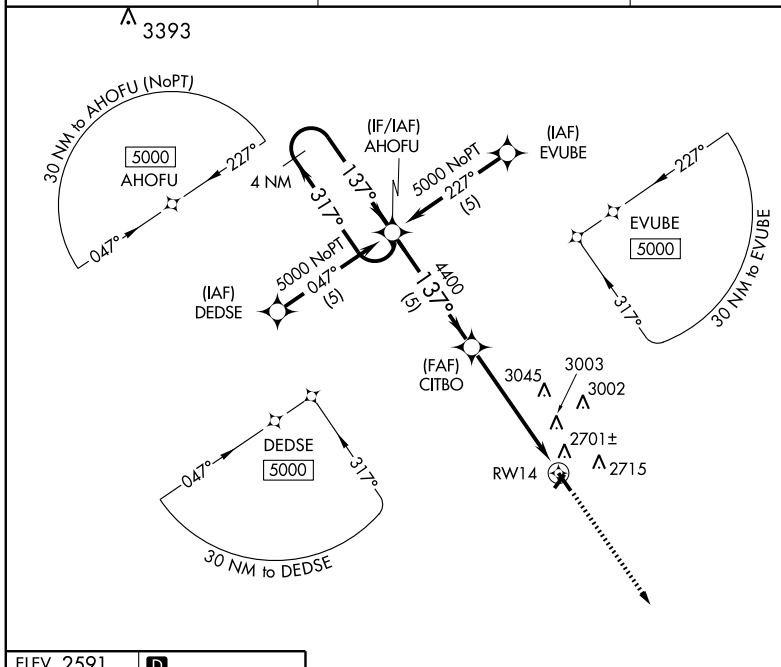
RNAV (GPS) RWY 14

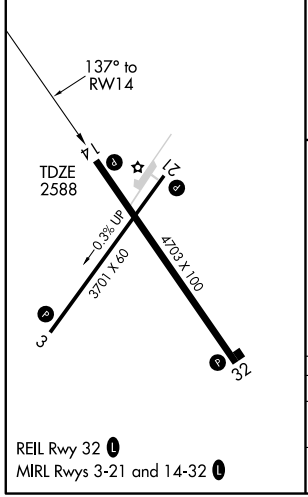
VALENTINE/MILLER FIELD (VTN)

DME/DME RNP-0.3 NA.

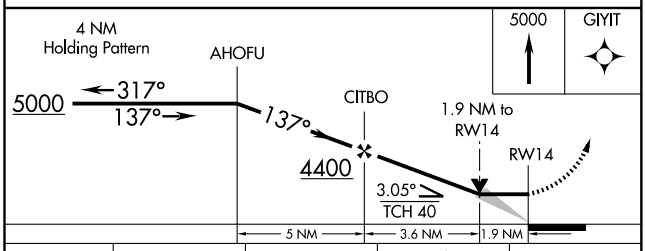
MISSED APPROACH: Climb to 5000 direct GIYIT and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	3240-1 652 (700-1)		NA	
CIRCLING	3240-1 649 (700-1)		NA	

REIL Rwy 32 L

MIRL Rwys 3-21 and 14-32 L

NC-2. 08 APR 2010 to 06 MAY 2010

VALENTINE, NEBRASKA

AL-5809 (FAA)

RNAV (GPS) RWY 32

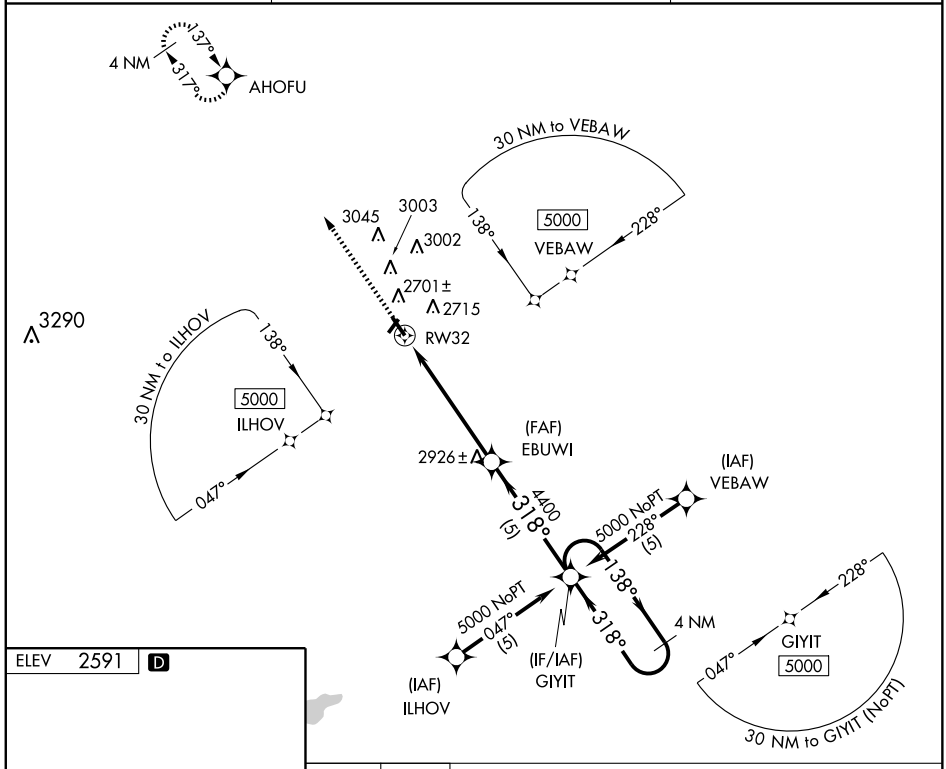
VALENTINE/ MILLER FIELD (VTN)

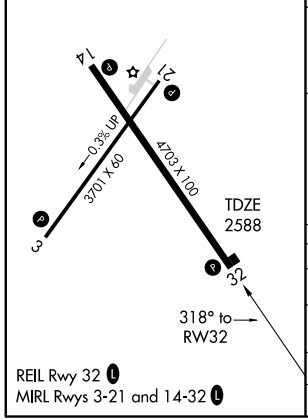
WAAS CH 40010 W32A	APP CRS 318°	Rwy Idg 4703 TDZE 2588 Apt Elev 2591

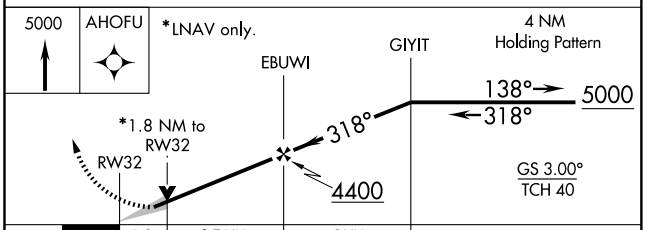
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 5000 direct AHOFU and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L







CATEGORY		A	B	C	D
LPV	DA	2840-1 252 (300-1)		NA	
LNAV/ VNAV	DA	2960-1¼ 372 (400-1¼)		NA	
LNAV MDA		3180-1 592 (600-1)		NA	
CIRCLING		3180-1¼ 589 (600-1¼)		NA	

NC-2. 08 APR 2010 to 06 MAY 2010

NDB AHQ 400	APP CRS 205°	Rwy Idg 4100 TDZE 1224 Apt Elev 1224

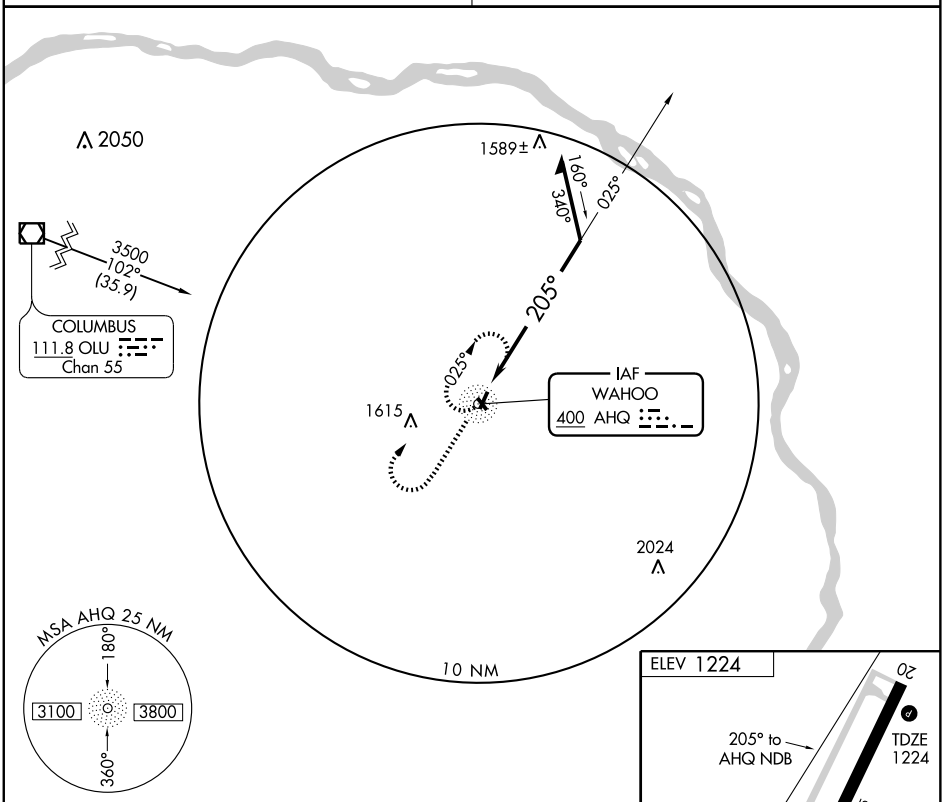
NDB RWY 20
WAHOO MUNI (AHQ)

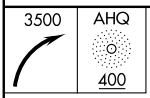
Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.

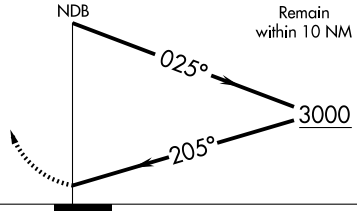
NA

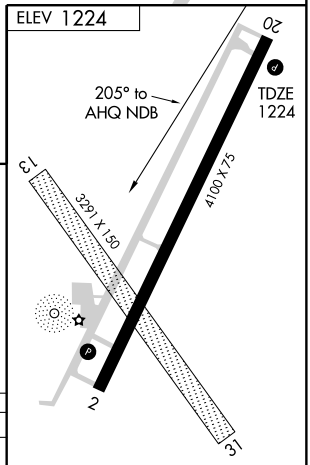
MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

OMAHA APP CON	UNICOM
120.1 354.05	**122.7** (CTAF) L









CATEGORY	A	B	C	D
S-20	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	
CIRCLING	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

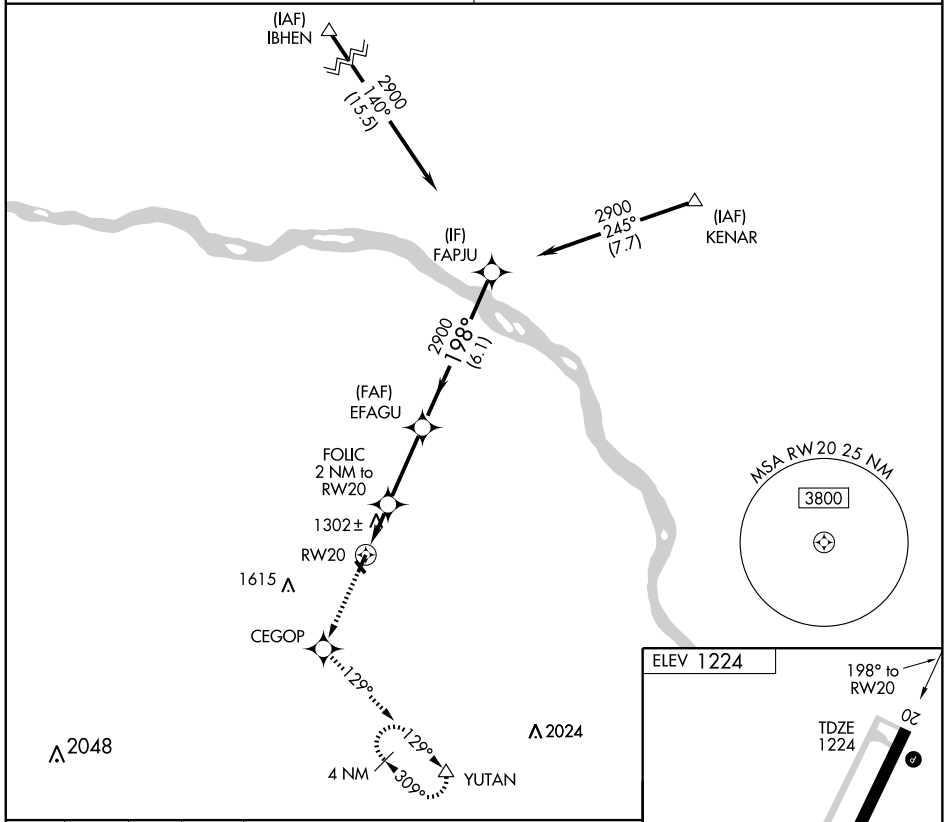
WAAS	APP CRS	Rwy Idg	4100
CH 48907	198°	TDZE	1224
W20A		Apt Elev	1224

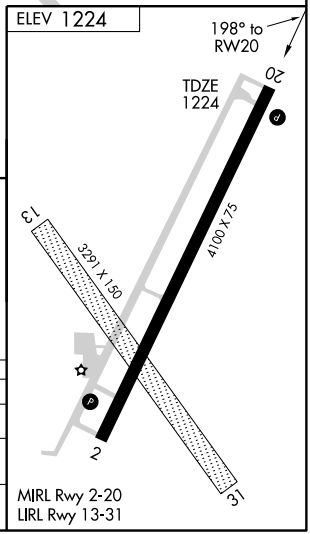
RNAV (GPS) RWY 20
WAHOO MUNI (AHQ)

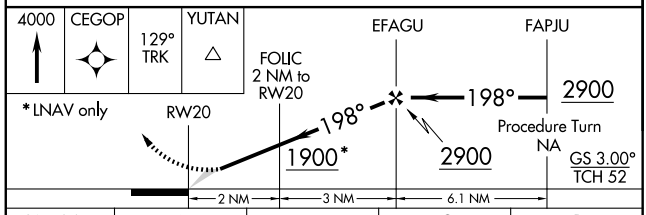
NA — DME/DME RNP-0.3 NA. Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CEGOP and via 129° track to YUTAN and hold, continue climb-in-hold to 4000.

OMAHA APP CON	UNICOM
120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1507-1	283 (300-1)	NA	
LNAV MDA	1600-1	376 (400-1)	NA	
CIRCLING	1760-1	536 (600-1)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

NDB LCG	APP CRS	Rwy Idg	4201
389	185°	TDZE	1427
		Apt Elev	1431

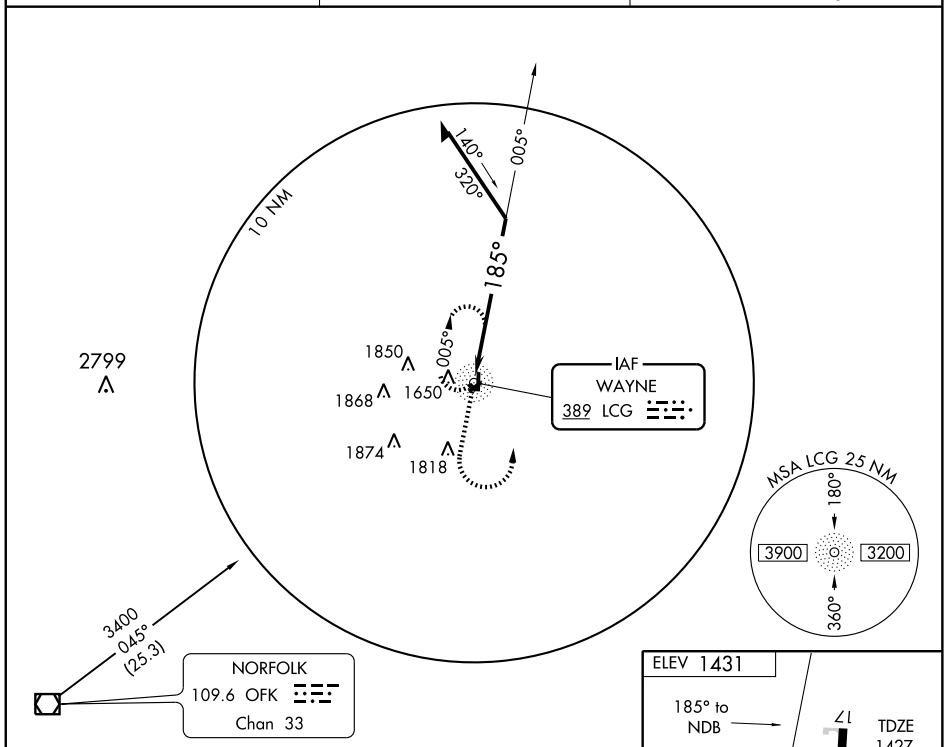
NDB RWY 17
WAYNE MUNI (LCG)

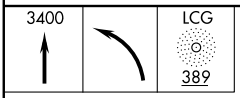
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

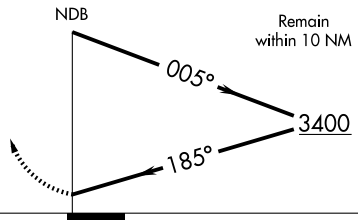
NA

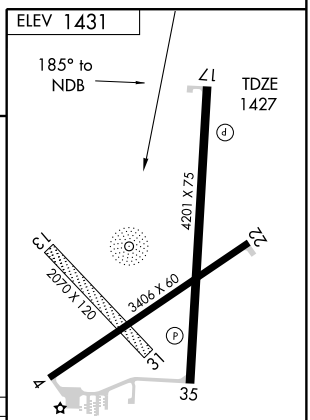
MISSED APPROACH: Climb to 3400 then left turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-17	2100-1	673 (700-1)	NA	
CIRCLING	2100-1	669 (700-1)	NA	

MIRL Rwys 4-22 and 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB LCG	APP CRS	Rwy Idg	3406
389	239°	TDZE	1430
		Apt Elev	1431

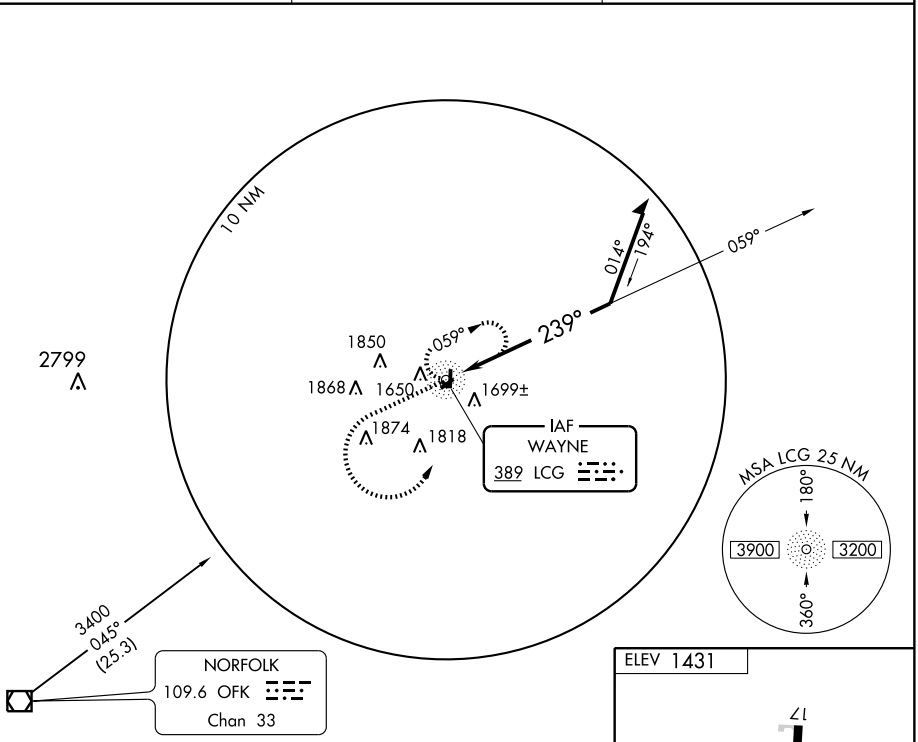
NDB RWY 22
WAYNE MUNI (LCG)

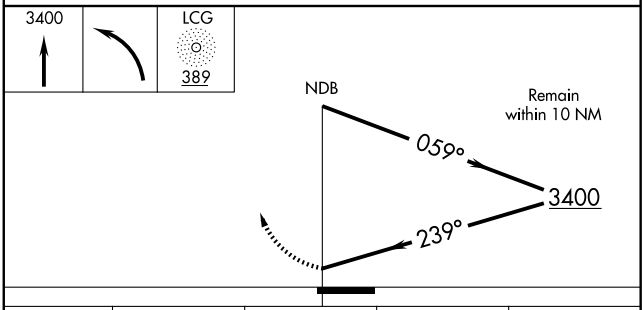
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

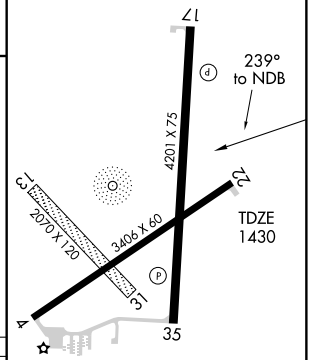
NA

MISSED APPROACH: Climb to 3400 then left turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	2140-1	710 (800-1)	NA	
CIRCLING	2140-1	709 (800-1)	NA	

MIRL Rwys 4-22 and 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

NDB LCG	APP CRS	Rwy Idg	4201
389	345°	TDZE	1431
		Apt Elev	1431

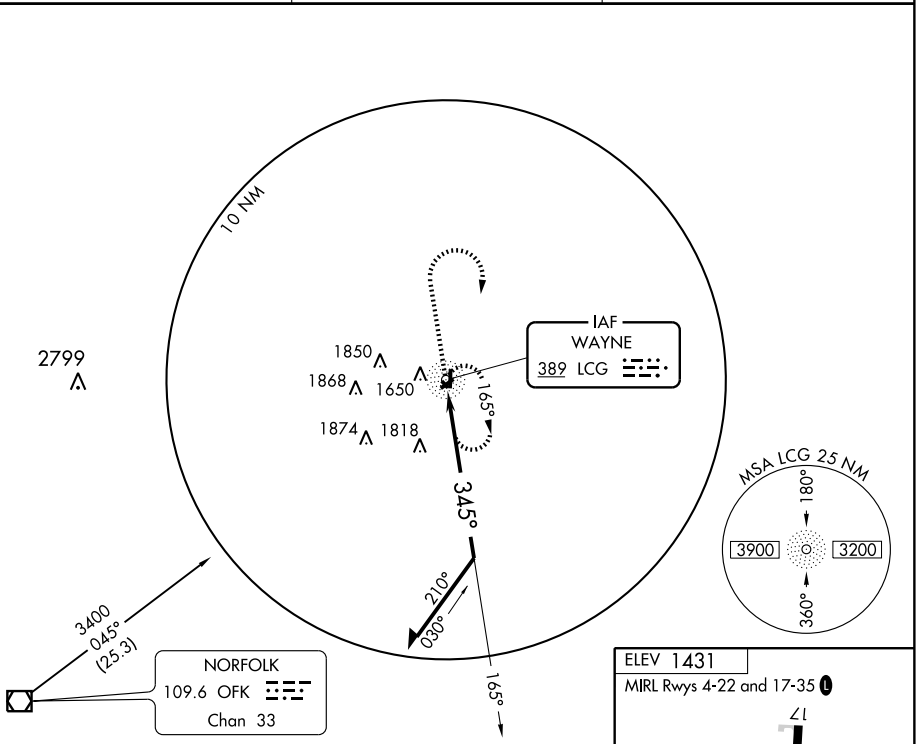
NDB RWY 35
WAYNE MUNI (LCG)

When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

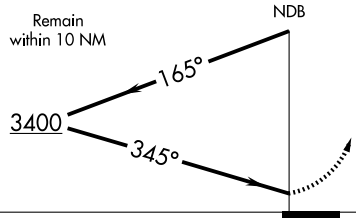
NA

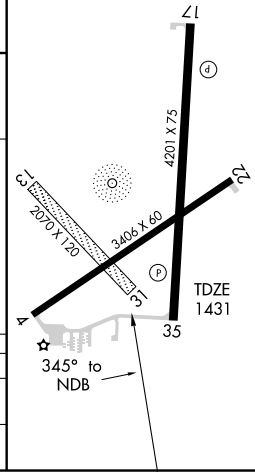
MISSED APPROACH: Climb to 3400 then right turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-35	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	
CIRCLING	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	

NC-2. 08 APR 2010 to 06 MAY 2010

WAAS	APP CRS	Rwy Idg	4201
CH 77513	175°	TDZE	1427
W17A		Apt Elev	1431

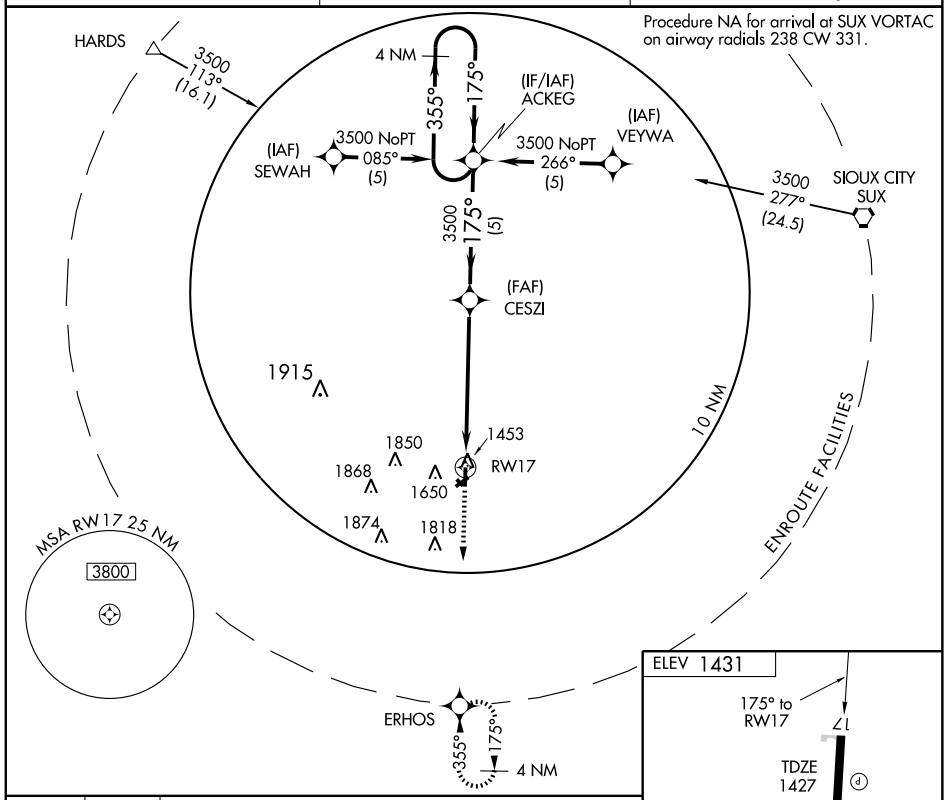
RNAV (GPS) RWY 17
WAYNE MUNI (LCG)

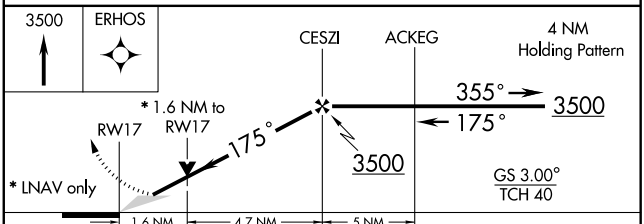
T BARO-VNAV NA below -17C (2F). DME/DME RNP 0.3 NA. If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting.

NA

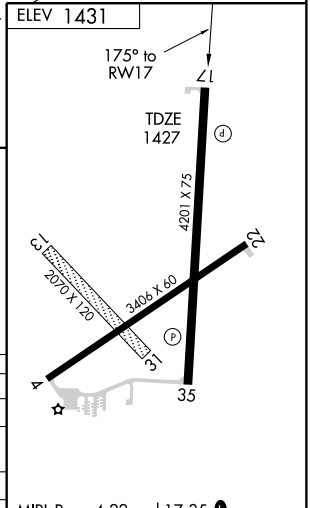
MISSED APPROACH: Climb to 3500 direct ERHOS and hold.

AWOS-3	SIOUX CITY APP CON *	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1680-1	253 (300-1)	NA	
LNAV/VNAV DA	1840-1½	413 (500-1½)	NA	
LNAV MDA	1980-1	553 (600-1)	NA	
CIRCLING	2000-1½	569 (600-1½)	NA	



MIRL Rwys 4-22 and 17-35 L

NC-2. 08 APR 2010 to 06 MAY 2010

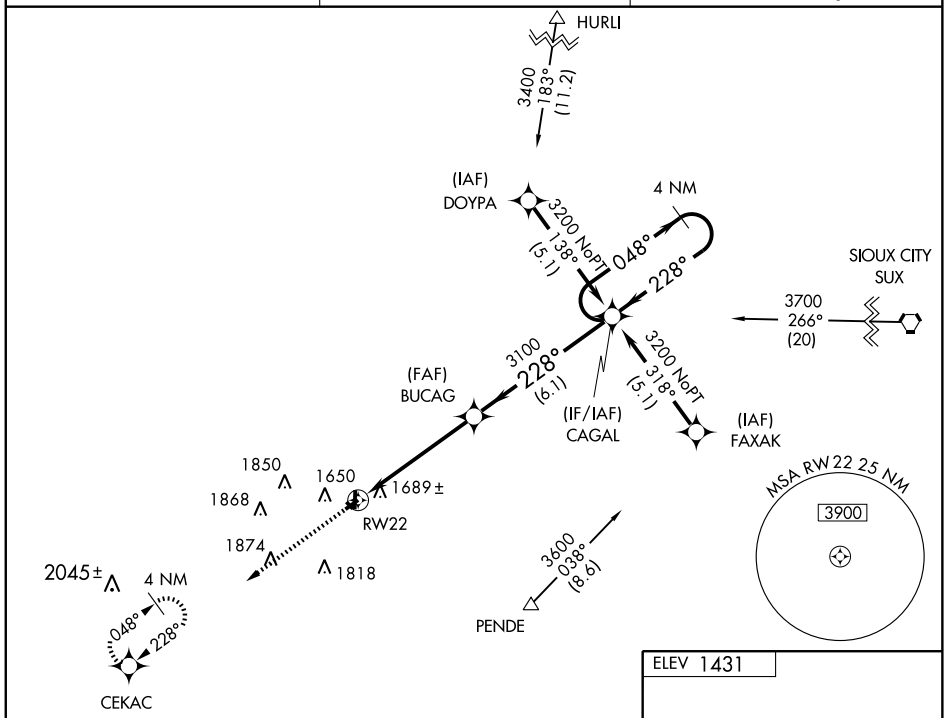
RNAV (GPS) RWY 22
WAYNE MUNI (LCG)

APP CRS	Rwy Idg	3406
228°	TDZE	1430
	Apt Elev	1431

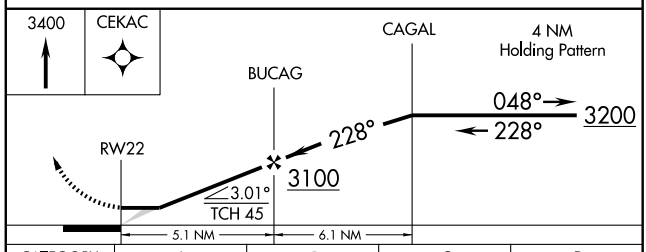
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct CEKAC WP and hold.

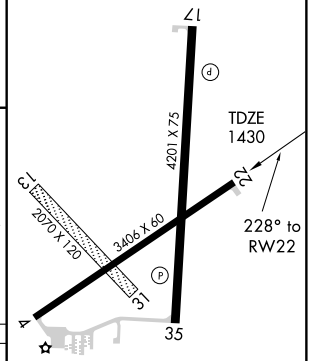
AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L



Procedure NA for arrival at SUX VORTAC via V100 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	2020-1	590 (600-1)	NA	
CIRCLING	2080-1	649 (700-1)	NA	



MIRL Rwys 4-22 and 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

APP CRS	Rwy Idg	4201
355°	TDZE	1431
	Apt Elev	1431

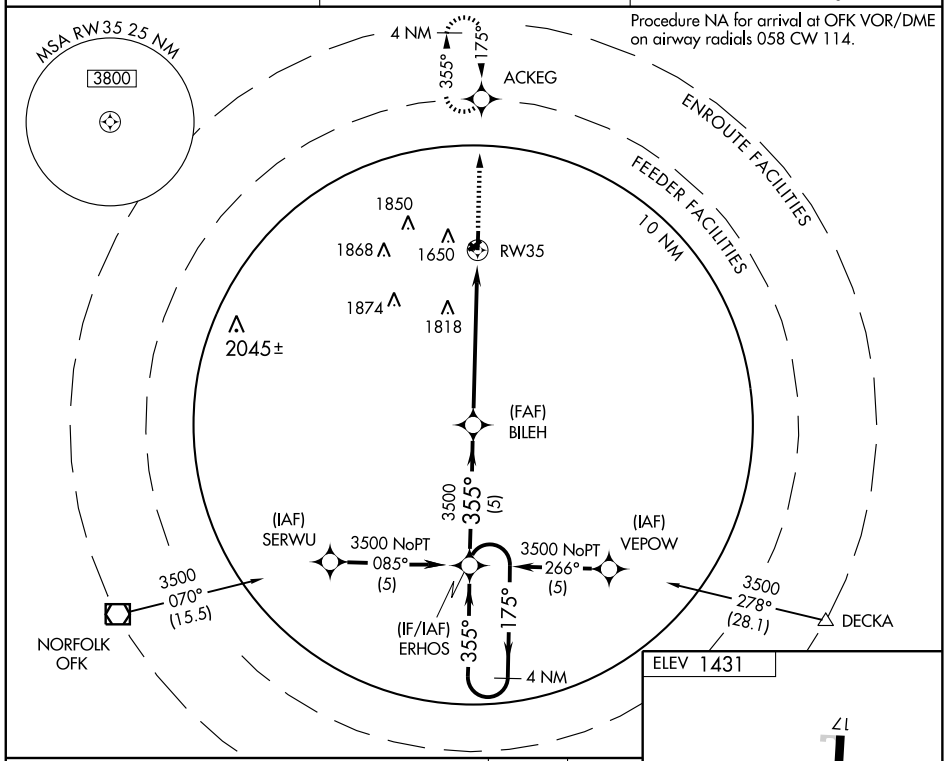
RNAV (GPS) RWY 35
WAYNE MUNI (LCG)

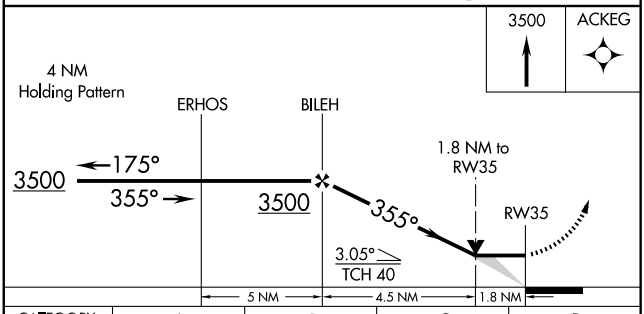
If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ACKEG and hold.

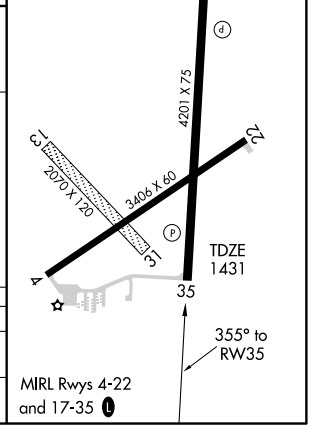
AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L

Procedure NA for arrival at OFK VOR/DME on airway radials 058 CW 114.





CATEGORY	A	B	C	D
LNAV MDA	2040-1	609 (700-1)	NA	
CIRCLING	2040-1	609 (700-1)	NA	



NC-2. 08 APR 2010 to 06 MAY 2010

NDB JYR 257	APP CRS 153°	Rwy Idg 5900 TDZE 1665 Apt Elev 1670

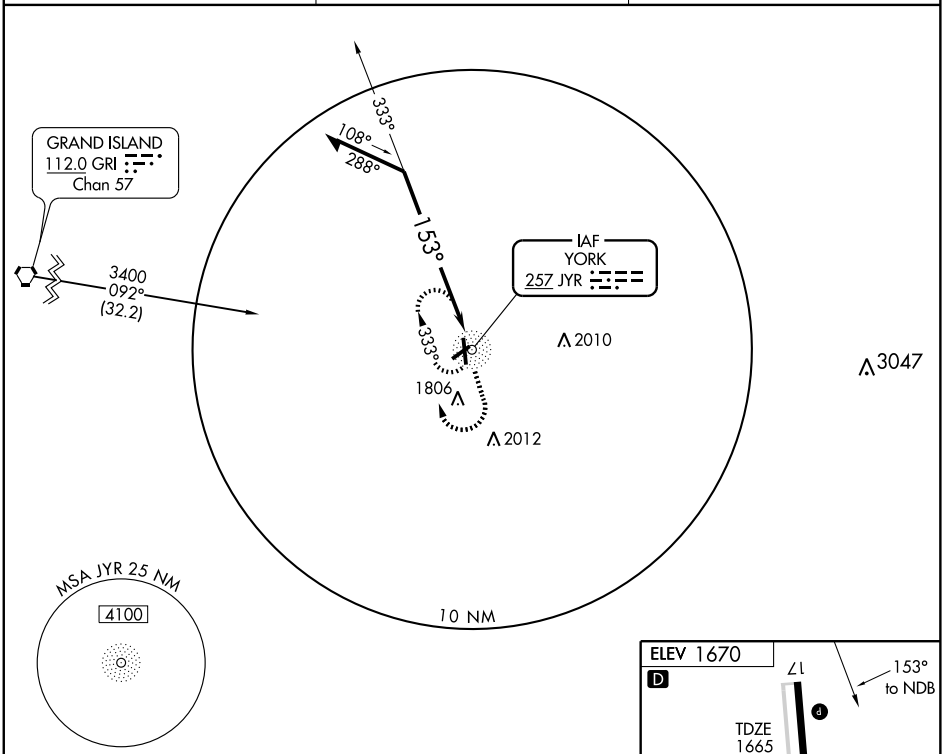
NDB RWY 17

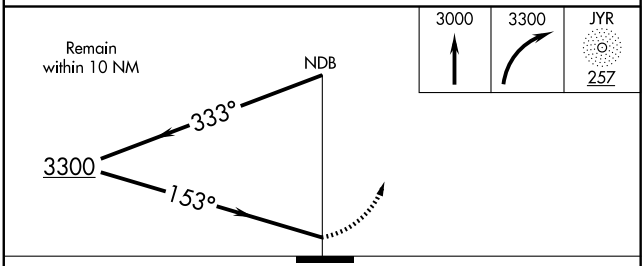
YORK MUNI (JYR)

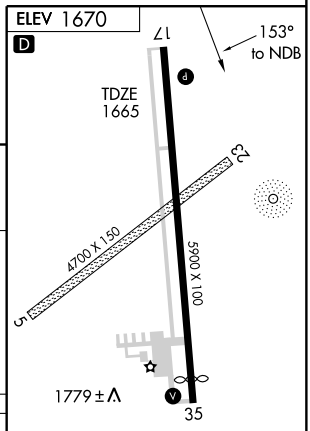
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet, increase straight-in and circling visibilities Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	2300-1	635 (700-1)	2300-1¾ 635 (700-1¾)	NA
CIRCLING	2300-1	630 (700-1)	2300-1¾ 630 (700-1¾)	NA

REIL Rwys 17-35 L
MIRL Rwy 17-35 L

NC-2, 08 APR 2010 to 06 MAY 2010

NDB JYR 257	APP CRS 002°	Rwy Idg 5500 TDZE 1670 Apt Elev 1670

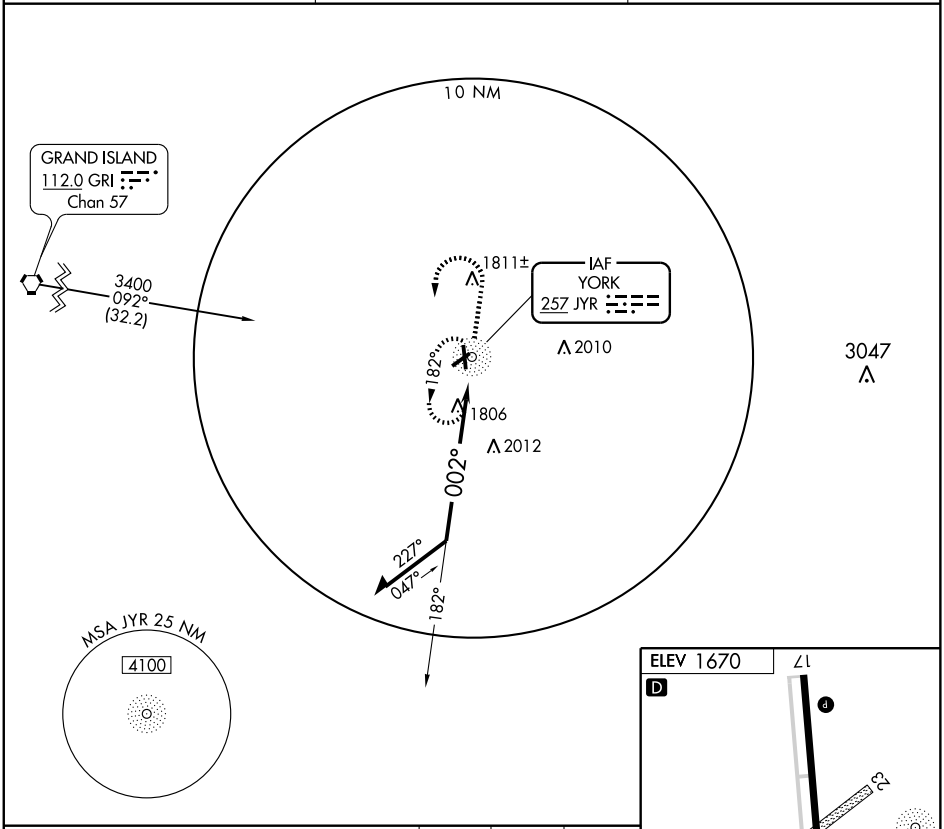
NDB RWY 35
YORK MUNI (JYR)

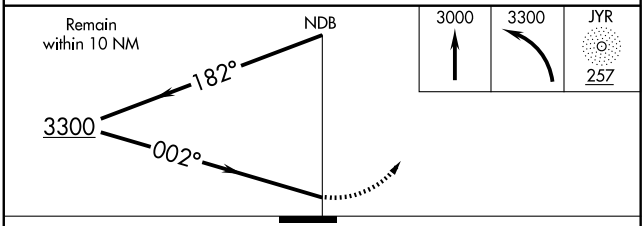
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.

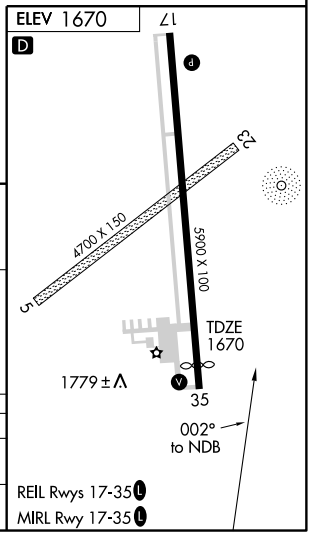
NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA
CIRCLING	2420-1 750 (800-1)	2420-1 ¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

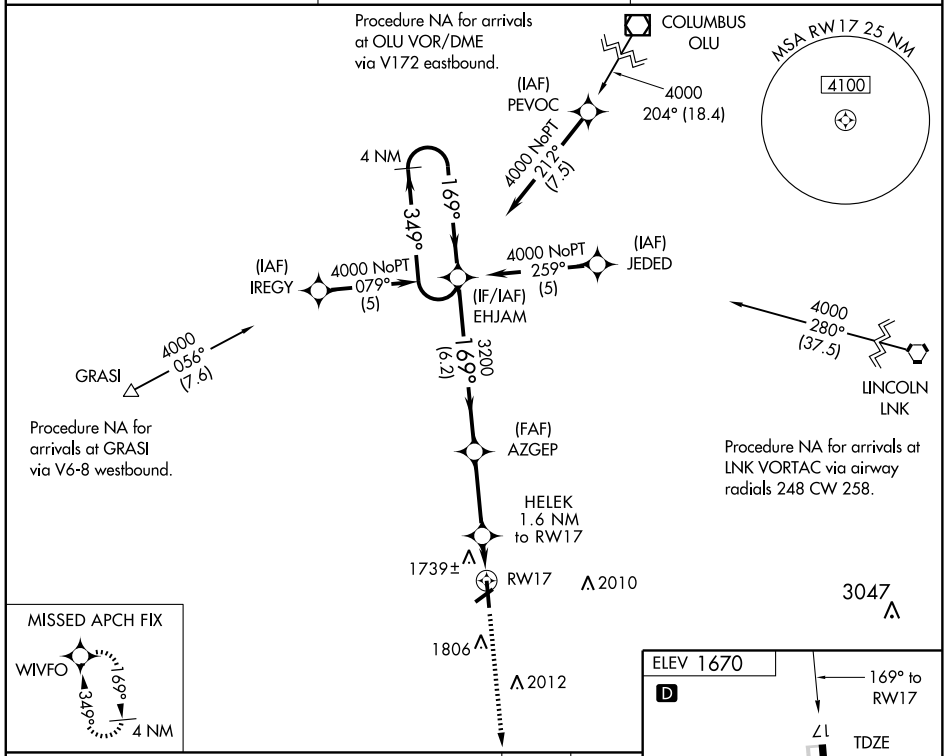
WAAS	APP CRS	Rwy Idg	5900
CH 86301	169°	TDZE	1665
W17A		Apt Elev	1670

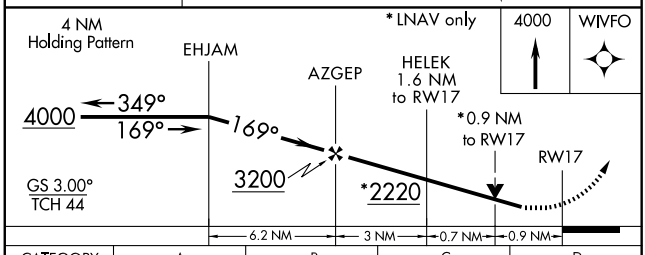
RNAV (GPS) RWY 17
YORK MUNI (JYR)

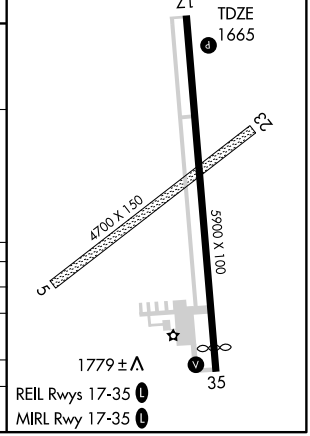
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct WIVFO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1915-¾ 250 (300-¾)			NA
LNAV/VNAV DA	2031-1¼ 366 (400-1¼)			NA
LNAV MDA	2000-1 335 (400-1)			NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA

NC-2, 08 APR 2010 to 06 MAY 2010

WAAS CH 49113 W35A	APP CRS 349°	Rwy Idg 5500 TDZE 1670 Apt Elev 1670

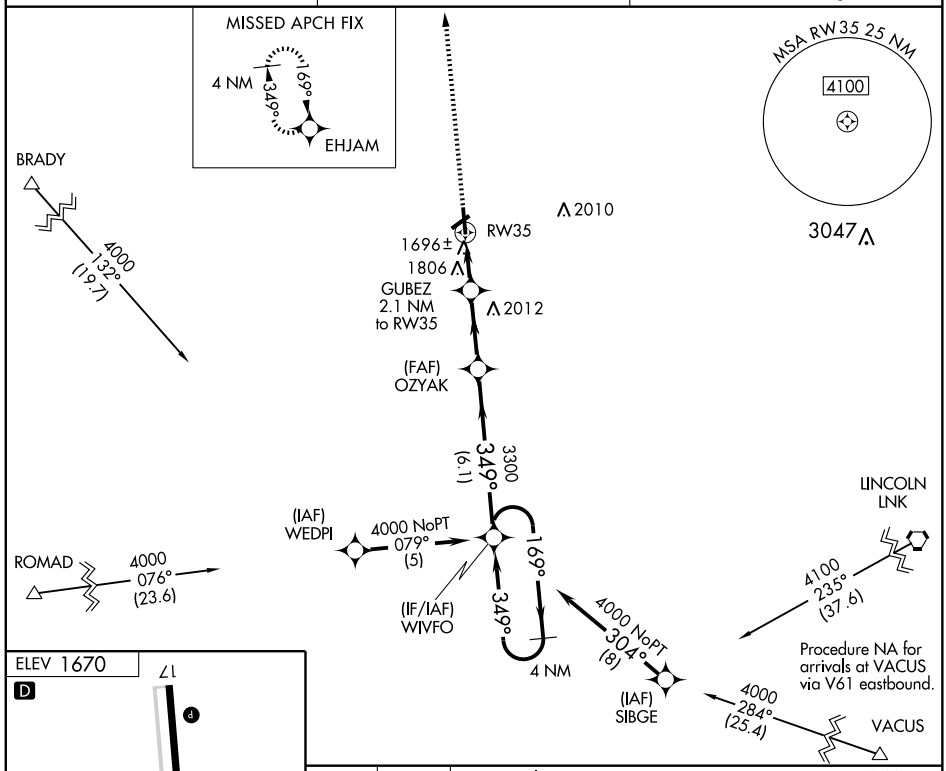
RNAV (GPS) RWY 35

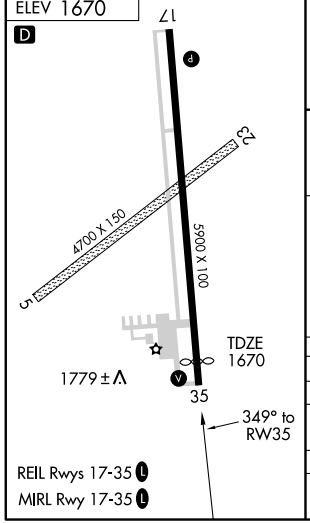
YORK MUNI (JYR)

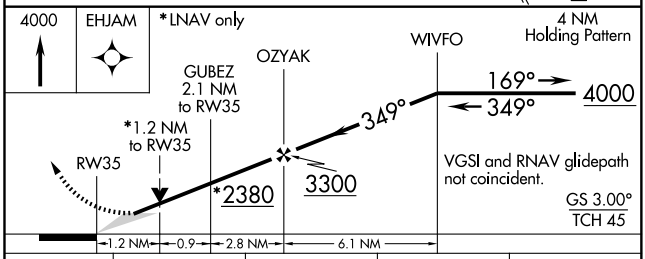
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct EHJAM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1920-¾ 250 (300-¾)			NA
LNAV/VNAV DA	2004-1¼ 334 (400-1¼)			NA
LNAV MDA	2060-1 390 (400-1)			NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA

NC-2. 08 APR 2010 to 06 MAY 2010